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Oscilloscope
Diagnostics
A PicoScope
Guide

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Oscilloscope Diagnostics

A PicoScope Guide

Where to start
What to do
How to succeed

www.picoauto.com

Foreword

By Alan Tong, Founder and Managing Director, Pico Technology

When I started designing and building Pico oscilloscopes over 25 years ago, I could not have imagined how technology within the automotive industry would develop. Today I am proud that Pico is at the forefront of diagnostics in this industry.

We work closely with our ever-growing customer base of vehicle manufacturers and are committed to meeting their needs through advances in technology. We do this with continuous product development at our headquarters near Cambridge, UK, and in our offices in Texas, USA, and near Hannover, Germany. As such, PicoScope is no longer limited to just electrical systems, but can also test and diagnose pressure, noise, vibration and harshness issues like never before.

It is this heritage that allows us to create products for the aftermarket that continually grow in capability and have become the benchmark for scope-based diagnostics. We hope that this guide will show how the power of PicoScope can help benefit businesses, as we demonstrate the ease and simplicity of our PicoScope 7 Automotive software.

5 steps to success

This document (Oscilloscope Diagnostics, A PicoScope Guide) is step 1 in a 5 step training program that we have developed to guide those new to PicoScope along their journey of scope diagnostics, from the very beginning.

As you progress through the training program, you will learn PicoScope from our Guided Tests through to our more advanced features and accessories. The Steps are designed to progress your learning at a steady rate, teaching PicoScope from the ground up. Completing our 5 Steps to Success training program will give you the confidence to master your PicoScope and diagnostic skills. You can read more about the 5 Steps program here:

www.picoauto.com/library/5-steps-to-success

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The diagnostic journey

To understand how you ultimately get the very best out of oscilloscope diagnostics with your PicoScope, it is helpful to understand where PicoScope fits into the diagnostic process. Our aim is for PicoScope to help your workshop give your customers the very best diagnostic service.



Let us start with an example: A customer arrives with an engine running issue. Just like all forms of mechanical diagnostics, the first step is to ask the customer about the problem. This is often (but not always) accompanied by a dashboard warning light.

Your next port of call will generally be to attach a serial diagnostic tool to the vehicle. In our example, this gave the fault codes 'P1345 Cam/Crank Synchro fault' and 'Camshaft Sensor Open Circuit'. With a degree of knowledge, we might assume that the most likely cause of these codes would be a faulty camshaft sensor.

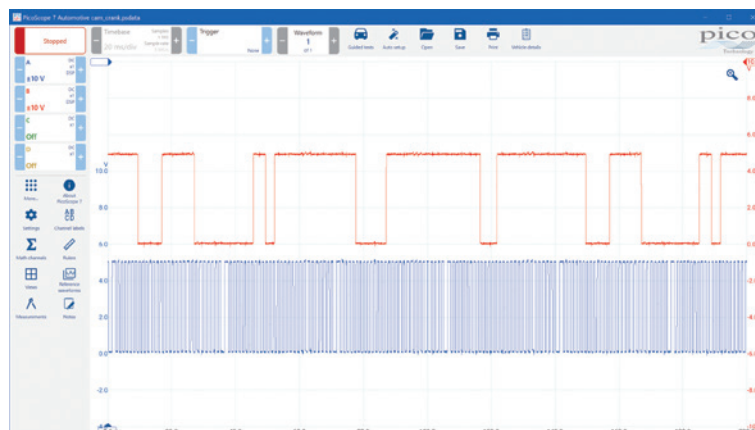
The camshaft sensor was replaced, the fault code erased, and the vehicle returned to the owner. In this example, the customer

returned the next day with the same fault.

Finding and testing the root cause with PicoScope

The above is a simplistic view, but let us consider a workshop that has invested in PicoScope and is using it as an everyday tool for diagnostics. In this case, following the fault code read-out from the serial diagnostic tool, it would be common practice to connect the PicoScope to the camshaft sensor to test it before it is removed.

When you capture data with PicoScope, it stores data in the Waveform Buffer. This allows you to scroll through frames of data post-test and to review your waveform captures. Zooming in on the camshaft waveform, it soon became clear there was an intermittent fault.





Running the test again, while gently wiggling the wiring loom, it quickly became apparent that there was a wiring issue.

Further inspection of the wiring revealed chafing between the camshaft sensor wires. This fix was quick and simple to resolve without replacing any components.

Following the wiring repair, the test was repeated with PicoScope which showed a clear fix. The fault codes were erased and the vehicle was returned to the customer. The workshop was confident that the root cause had been found and fixed.

The customer left the workshop, happy with a successful repair. With no fault recurrence, this professional diagnostic workshop ensured future business with their customer.

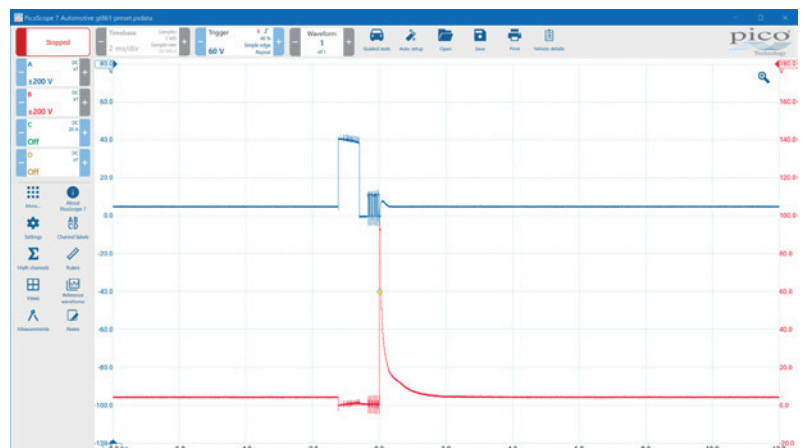
This is of course just one example of where PicoScope fits in the diagnostic journey. As technicians, you will understand there are many tools at your disposal, including technical information, training, knowledge, serial diagnostic tools, gas analyzers, and of course PicoScope.

It is your ability to use these together that will ensure you remain a successful workshop in the future. Armed with PicoScope and the knowledge that you are able to see, analyze and understand the electrical signals that vehicle components produce, you will be confident that you can discover the root cause of a problem. This, in turn, will enhance the reputation of your business as a professional diagnostic provider.

Don't just take our word for it. More than twenty of the world's leading vehicle manufacturers already use PicoScope in their dealer diagnostics, and it's our heritage and commitment that makes PicoScope the scope of choice.

Connecting with PicoScope

When you first start your diagnostic journey with PicoScope, the idea of connecting to vehicle components and reading their signals can feel daunting. At Pico, we have spent over 20 years breaking down the myths about scope diagnostics and helping our customers become some of our industry's leading diagnostic experts. Taking the time to read this guide will give you the foundation for a much wider knowledge and understanding of vehicle systems and analysis, leading to a more reliable and professional diagnosis of your customers' vehicles.



What can PicoScope do?

With ever more complex diagnostic problems facing the workshop, a tool to get to the real root of the problem has never been more valuable. Only with PicoScope do you have such a high level of help available as a first-time user, as well as lightning-fast capture rates to cope with the most advanced modern-day vehicle signals.

Pico Technology is unique within the automotive industry, both in the way we specialize in the manufacture of PC-based scopes for automotive use, and how we work with an ever increasing number of the world's leading vehicle manufacturers for dealer-level oscilloscope diagnostics. This experience ensures that PicoScope is ahead of the competition and in constant advancement to tackle the fast-paced developments within the automotive industry.

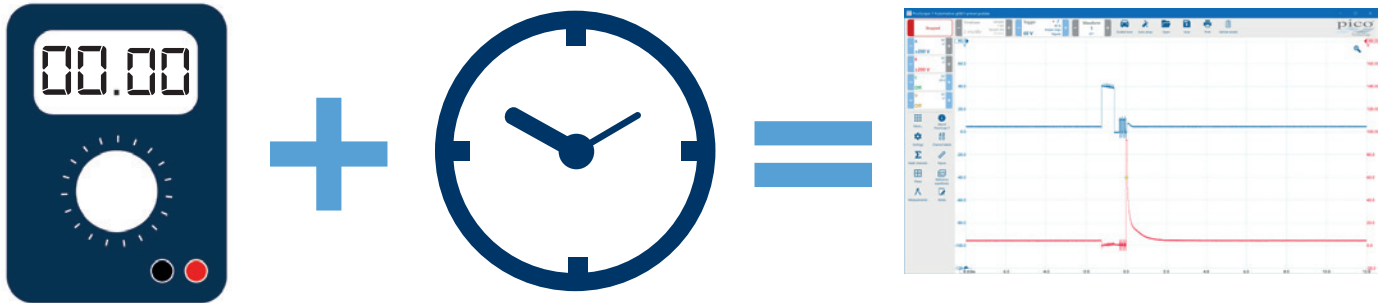
Over the following pages, you will find a summary of PicoScope and what it can do. We hope this will help show you that, by investing in PicoScope, your business can become proficient in vehicle diagnostics and stay ahead of the competition.

Remember, PicoScope can be used on a wide range of vehicles and equipment including cars, trucks, bikes, agricultural vehicles, boats, and more. When used with our range of accessories, PicoScope can also detect signals relating to vacuum, fuel and hydraulic pressures, noise, vibration and harshness. It is safe to use, with no risk to the vehicles or the equipment, thanks to our non-intrusive testing methods.



Oscilloscope diagnostics using PicoScope software

Pico Technology's advanced diagnostics software is always on hand to help you, no matter what your experience of capturing component waveforms is. At this point, it is worth reminding ourselves what a waveform is. Simply put, it shows how voltage levels change over a period of time:



What makes the PicoScope so powerful is the ability to capture these waveforms. It turns the vehicle's electrical signals into a picture that you can see, measure, manipulate, and compare, to understand exactly what is going on within a vehicle's systems in real time.

PicoDiagnostics

Arguably PicoScope's best-kept secret is our PicoDiagnostics software. This ever-evolving software is downloaded for free alongside our PicoScope Automotive software. It not only gives you an accurate, powerful battery, starter and alternator tester but also includes tests for relative compression and cylinder balance. Note that the performance of these tests is limited by some modern vehicles' smart charging systems.

As your journey into more advanced vehicle diagnostics continues, the purchase of our NVH Diagnostics Kit opens up the possibility of detecting and analyzing issues with noise, vibration, and harshness.

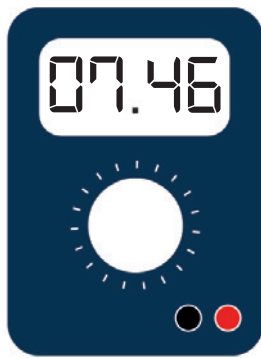
A single installation file for both PicoScope 7 Automotive and PicoDiagnostics is available to download for free from our website at www.picoauto.com.

There are no charges or annual fees for updates. Our software is constantly evolving, which increases its value long after the initial purchase.

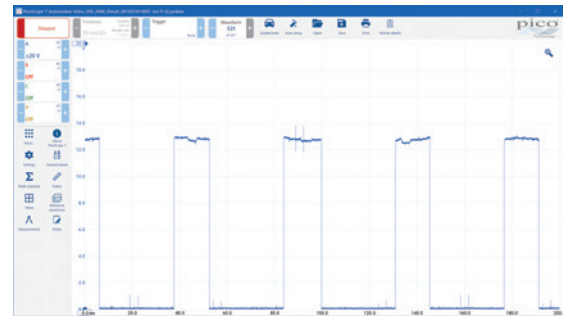
Enjoy Pico's free software updates and lifetime support for your PicoScope. We are always happy to help our customers, regardless of the age of the product.



Scope diagnostics is only for the experts – right?



VS.

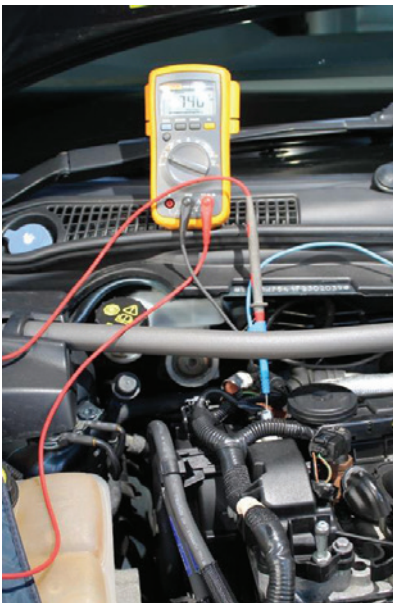


This perception could not be further from the truth. While PicoScope may be used by some of our industry's foremost experts (thanks to its outstanding performance and resolution), it is surprisingly intuitive and easy to use for a novice. Let us start at the beginning.

You are probably already familiar with using a multimeter as a basic check, to make sure that a component is receiving a power and signal voltage. You will also know that the multimeter is relatively easy to connect to the component. A scope benefits from a better connection, but the process is much the same as connecting a multimeter.

For our scope connection we usually use back-pinning probes or breakout leads. They give you a more secure connection, and are just as easy to use. Let us look at an example of connecting to a camshaft sensor.

Locate the sensor you wish to test by using a combination of experience and technical data.



For a camshaft sensor, we recommend that you use a back-pinning probe. When this connection is made it is simple to attach your PicoScope.

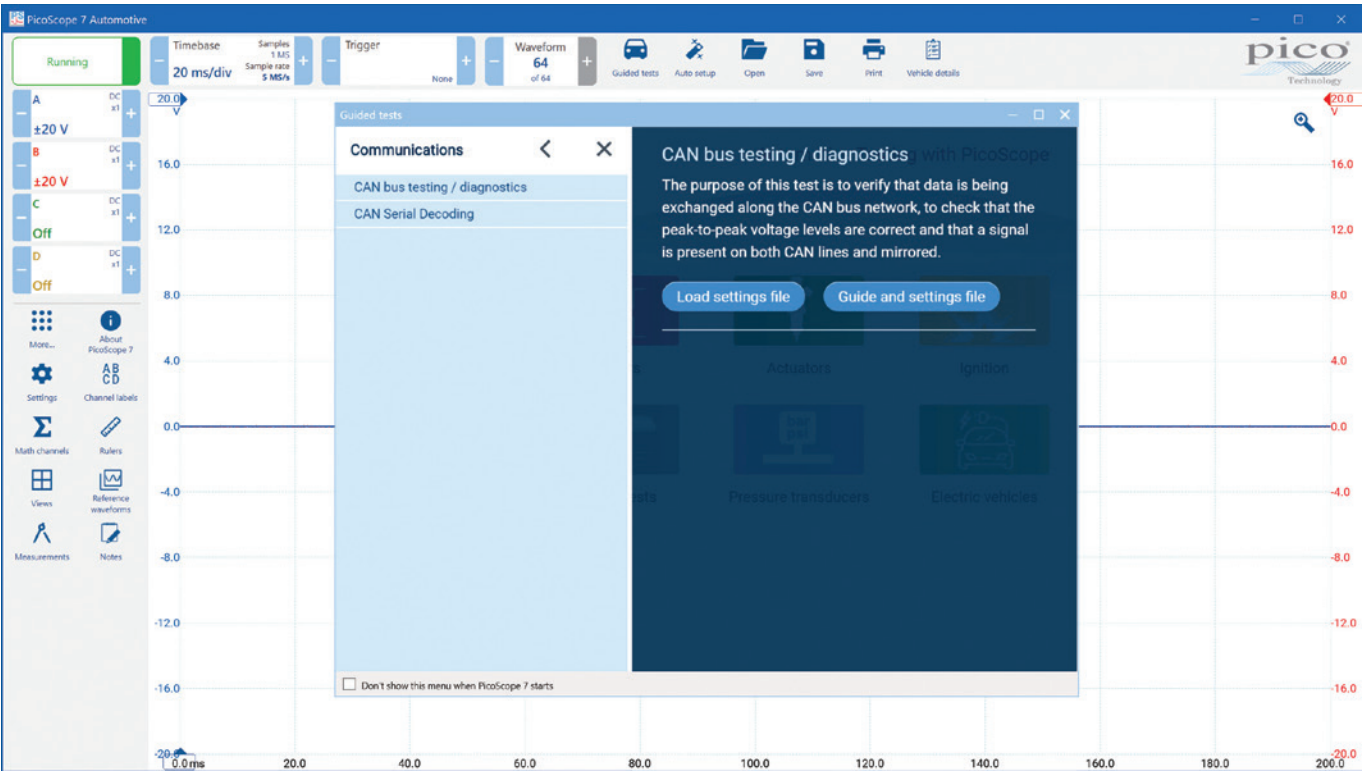
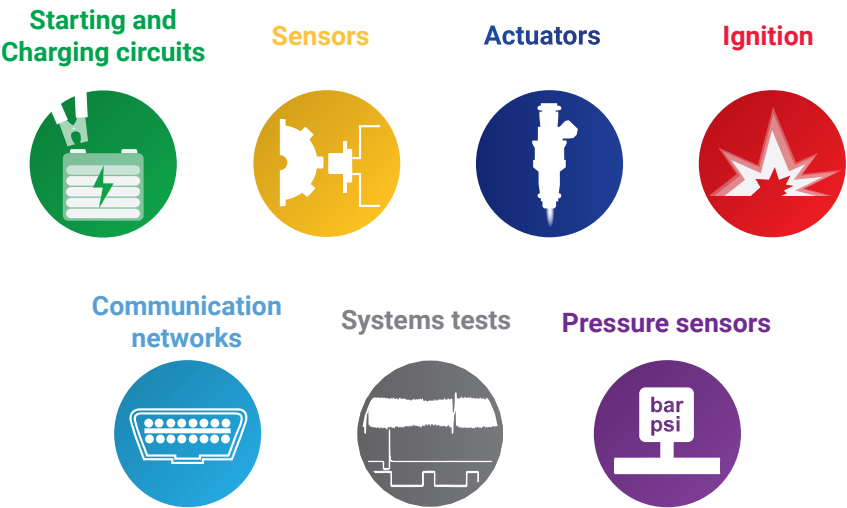
The simplicity of the connection is where the similarity with a multimeter stops. Only with a PicoScope can you see such high levels of detail in your test results. More importantly, the waveform is much more valuable to you as a technician than a simple multimeter reading.

For example, a multimeter measurement of 7.46 V is displayed. However, with the same connection, PicoScope displays a clear and concise waveform, showing a 12 V camshaft sensor switching off and on with a regular pattern.

Granted, this example is one of the easiest components to both connect to and analyze, but with PicoScope, there really are an unlimited number of tests you can undertake. We even include an ever-increasing selection of Guided Tests in the PicoScope 7 Automotive software, to help you test the most common components.

Guided Tests

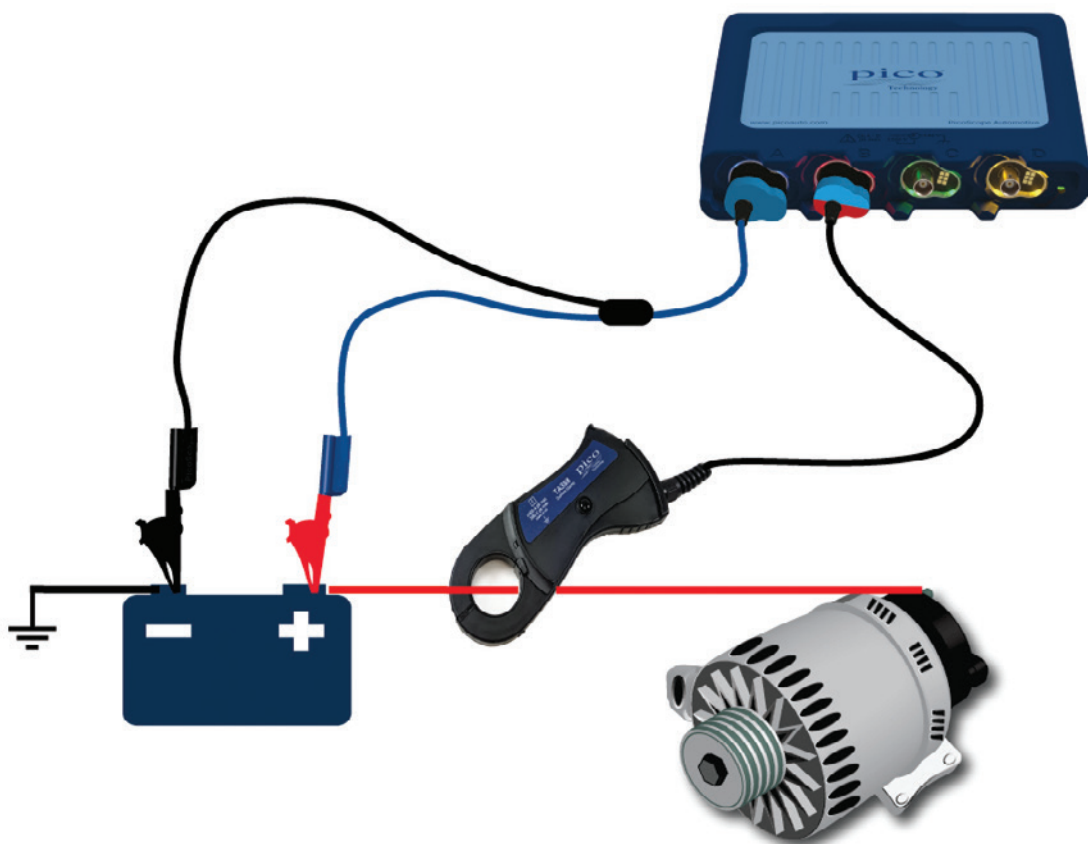
The Guided tests button in PicoScope 7 Automotive provides immediate access to a growing library of comprehensive Guided tests, which cover a variety of component tests, including:



Guided Tests

When you select a Guided Test you will see guidance containing among other things:

- The purpose of the test
- How we recommend you connect to the component
- An example waveform
- Notes about the waveform to help with your analysis
- How to reach a diagnosis based on the analysis
- Further guidance – how the component works and its relationship to other components
- Related waveforms in the waveform library



In addition, when you select the Guided Test, the PicoScope software also opens a data file which sets up the PicoScope to run the given test. This means that in your first days of using PicoScope you don't have to worry about setting up the software manually – you are simply ready to start running the test.

Our Top 10 tests with PicoScope 7 Automotive

If you are new to PicoScope, you may be wondering exactly how you can use it and what benefits it will have for your workshop. With this question in mind, we have created what we feel are the top ten uses for PicoScope, with help and feedback from our users.

We have included a brief overview of each test, the benefits the test offers you, and most importantly, how to:

Connect	Connect to the vehicle
Run	Capture the waveform
Read	Analyze the captured waveform

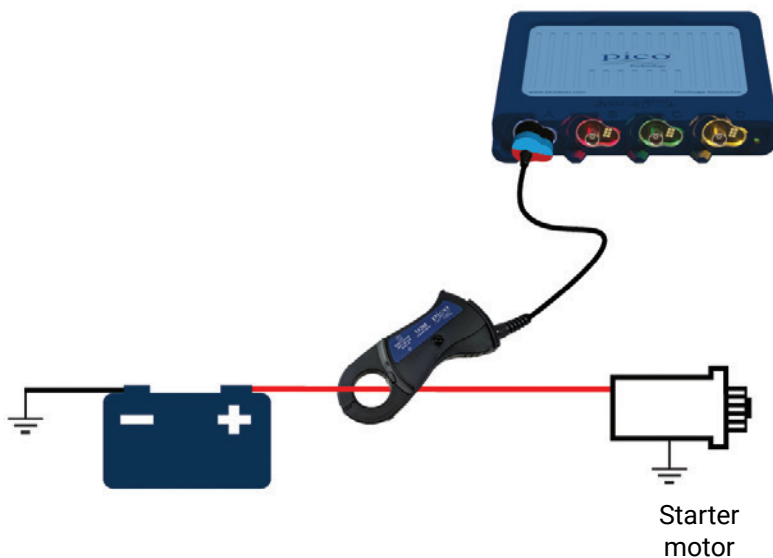
Remember: These tests are supported with guided test steps, waveform notes, further guidance and a settings file built into the PicoScope Automotive software. Today, we have more than 150 Guided Tests, but they are by no means the limit of what PicoScope can be used to test for.



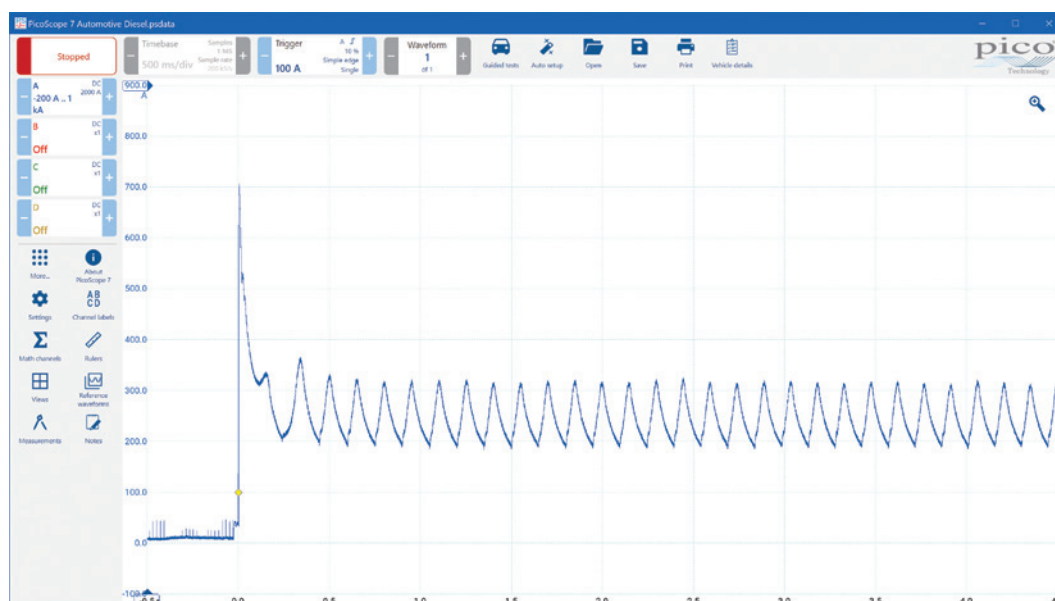
TEST 1: Relative compression - gasoline

Software	PicoScope 7 Automotive
Checking	Suspected compression issues
Skill level	🔧 🔧 🔧 🔧 🔧

The purpose of this test is to compare engine cylinder condition by observing the electrical current drawn by the starter motor during engine cranking.



1. Connect the high amp current clamp around the battery positive cable. Make sure that the orientation of the clamp is correct with respect to the current flow away from the battery.
2. Start PicoScope
3. The waveform shows the amperage to crank the engine, usually between 100 and 300 amps. Once the engine has overcome the initial friction and inertia, the waveform should settle down to a consistent 'sawtooth' pattern. Zoom and rulers can help you evaluate the waveform, although a drop in cylinder compression is usually obvious. If the waveform confirms that a cylinder is losing compression, further testing with a low amp current clamp connected to an injector or ignition coil will help you identify the offending cylinder. Using our WPS500X pressure transducer will highlight any mechanical issues requiring further attention.



Each peak of the sawtooth pattern should be equal and level (once settled).

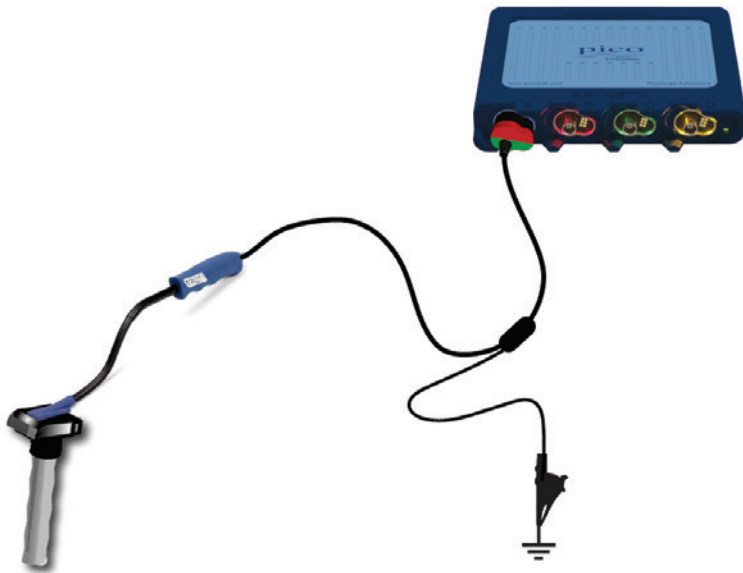
TEST 2: Coil-on-plug - secondary voltage (probe)

Software PicoScope 7 Automotive

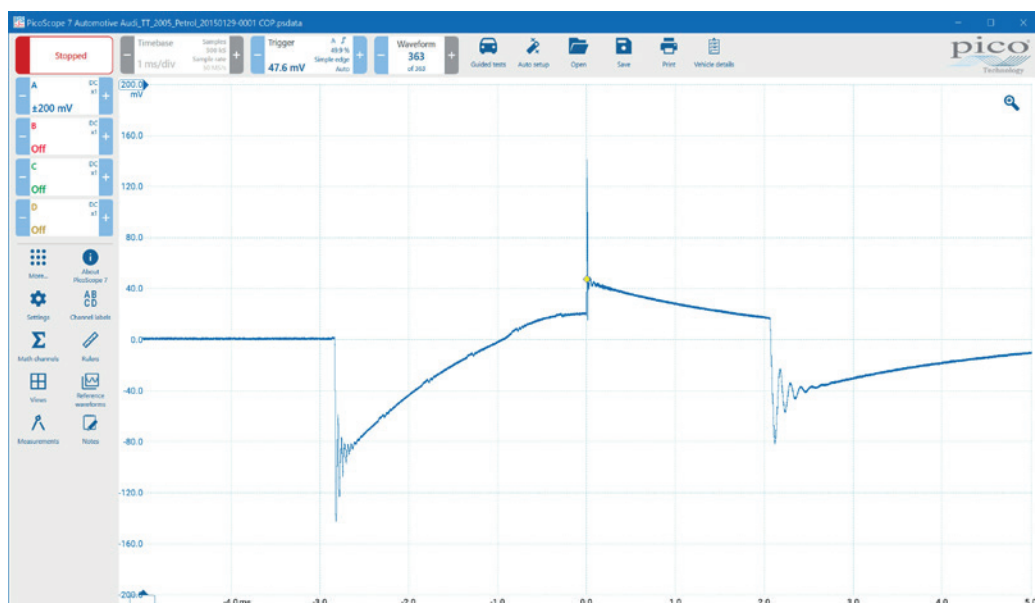
Checking Vehicle Single Coil Packs

Skill level     

The purpose of this test is to investigate and examine the secondary voltage waveform from a Coil on Plug (COP) ignition unit using the PicoScope COP and Signal probe.



1. Connect the COP and Signal probe to PicoScope Channel A and ensure a good earth connection onto the engine block.
2. The engine must be idling for this test. Start PicoScope and place the end of the COP probe on the top of the coil pack to capture the signal. You should see a clear signal.
3. The waveform will look something like the example below. Now you can see every detail. In our example, you can clearly see the 'burn time' from the spark plug. It also shows the coil oscillation period. Remember how easy it is to use rulers to measure the different parts of the waveform, and our reference waveforms, to compare with different coil packs.

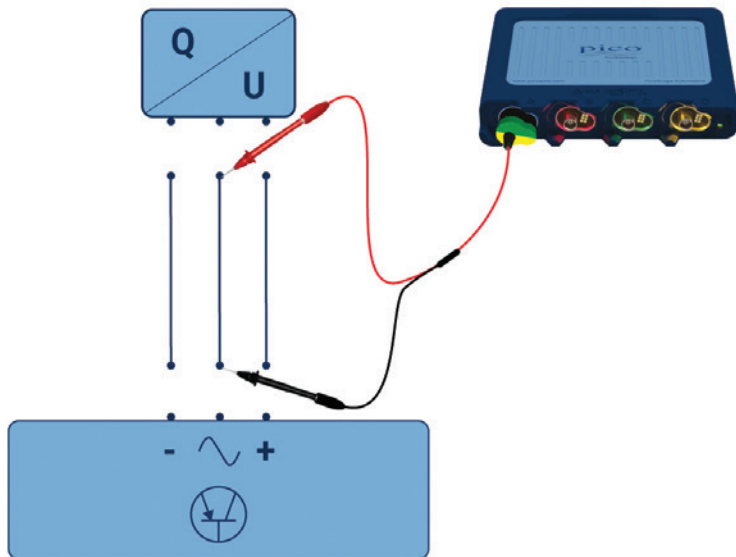


Move the probe around to pick up the best signal.

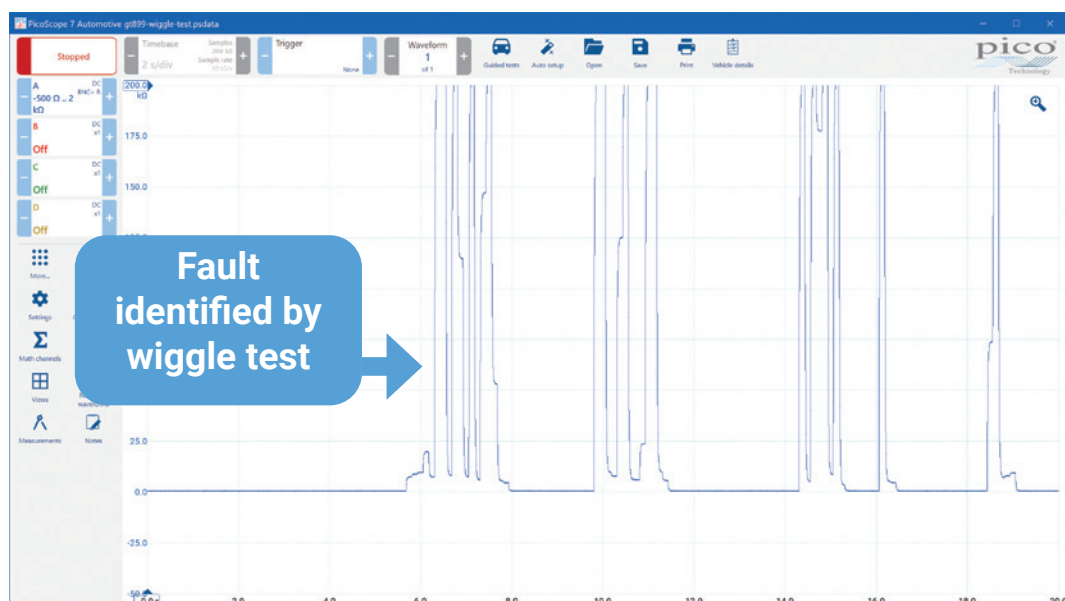
TEST 3: Wiggle test

Software	PicoScope 7 Automotive
Checking	Wiring loom or connection faults
Skill level	🔧🔧🔧🔧🔧

PicoScope captures data so fast it is easy to identify wiring or connection issues quickly. Simply wiggling a wire (arguably an easy test that can often be overlooked) can reveal a wiring fault.



1. This test is used when you suspect or have spotted an intermittent fault with a signal (so a connection is already made).
2. Disconnect the part of the loom you want to test at each end and connect the resistance probe to each end of the circuit.
3. Start PicoScope when you are ready to capture the signal and gently wiggle the wiring loom attached to the component.
4. We recommend reducing the capture rate to make it easier to spot problems within a single screen capture. You can use masks and alarms to detect when signals go outside normal limits.
5. Stop PicoScope and scroll back through the buffers. Wiring or connection faults will often create an inconsistent pattern as illustrated in the example. In this case, it turned out that a fault in the wiring loom was causing an ignition misfire. Remember to retest after the repair, to make sure that you have a reliable fix.

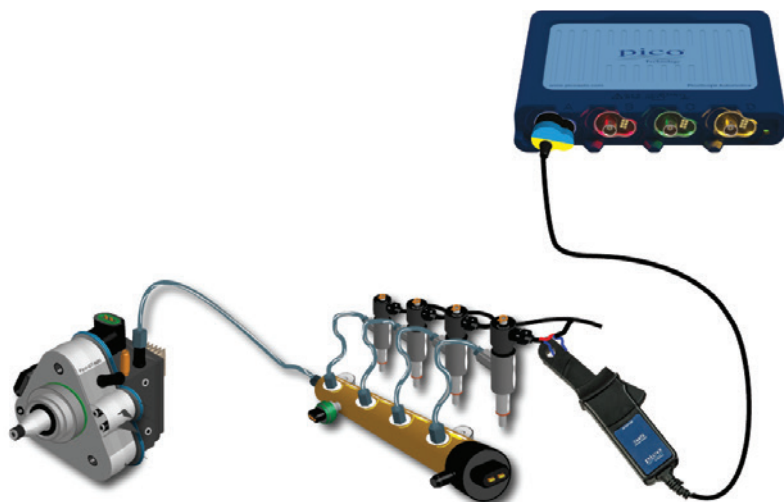


Use a slow timebase across the screen while you do a wiggle test.

TEST 4: CRD (Bosch) solenoid injector circuit current

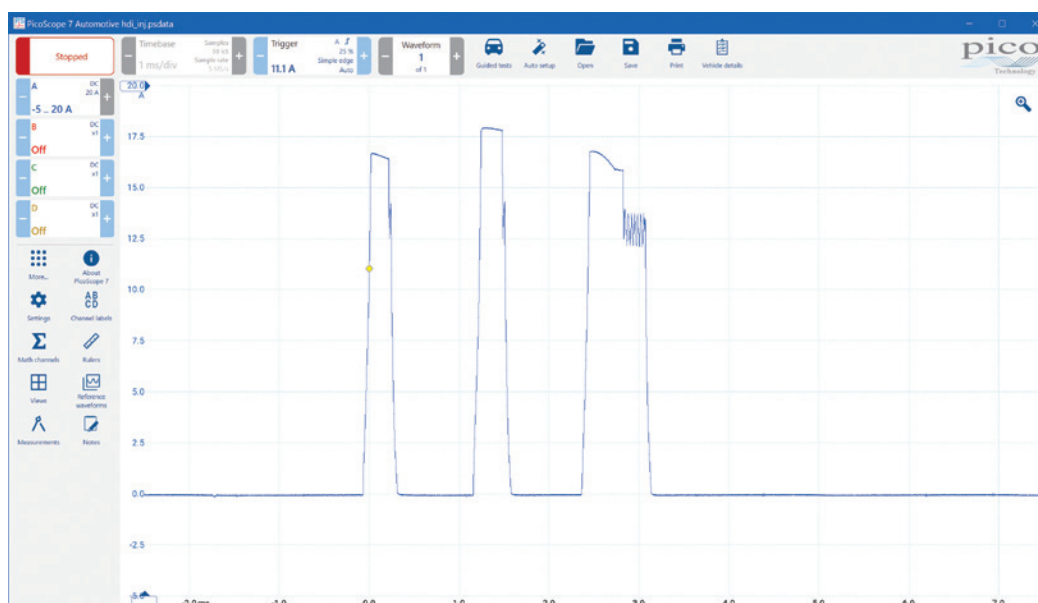
Software	PicoScope 7 Automotive
Checking	Injectors
Skill level	    

The purpose of this test is to check the actuation current within a Bosch-type Common Rail Diesel (CRD) solenoid injector circuit across a range of engine load and demand conditions.



1. Connect the low amp clamp to PicoScope Channel A.
2. Minimize the help page. You will see that PicoScope has displayed an example waveform and is preset to capture your waveform.
3. Start the scope to see live data and start the engine and allow it to idle.
4. Vary the accelerator pedal to see idle, part load, full load and overrun injector waveforms.
5. Use the Waveform Buffer, Zoom and Measurements tools to examine your waveform.

Applies to other Common Rail Diesel systems.



WARNING: This test involves measurement on a system or component having a potentially hazardous voltage. Please ensure you follow manufacturers' safety instructions and working practices and ensure the rated voltage for all accessories you are using meets or exceeds the expected voltage.

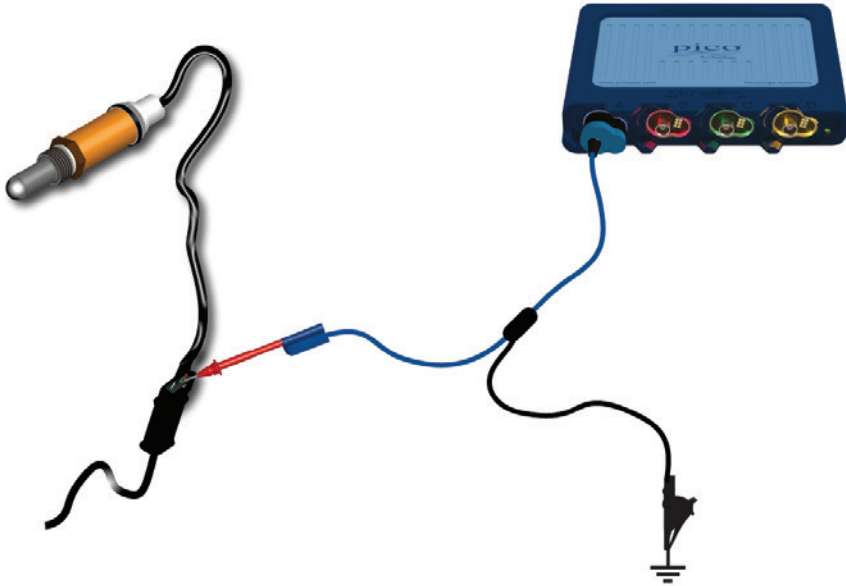
TEST 5: Lambda (oxygen) sensor testing

Software PicoScope 7 Automotive

Checking Lambda (Oxygen) Sensor

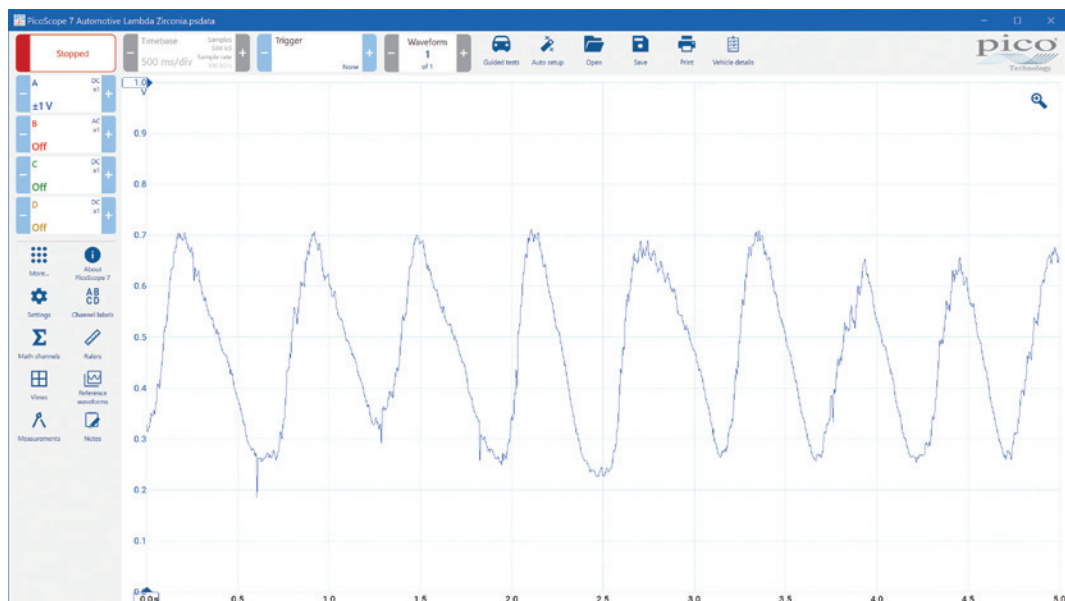
Skill level     

The purpose of this test is to evaluate the operation of a zirconia lambda sensor during engine run conditions based upon response time and output voltage.



1. Use the vehicle wiring diagram to identify the sensor signal circuit and connect PicoScope Channel A to the sensor signal circuit.
2. Start the engine and run it up to normal operating temperature before leaving it to run at idle speed.
3. Minimize the help page. You will see that PicoScope has displayed an example waveform and is preset to capture your waveform.
4. Start the scope to see live data.
5. Use the Waveform Buffer, Zoom and Measurements tools to examine your waveform.

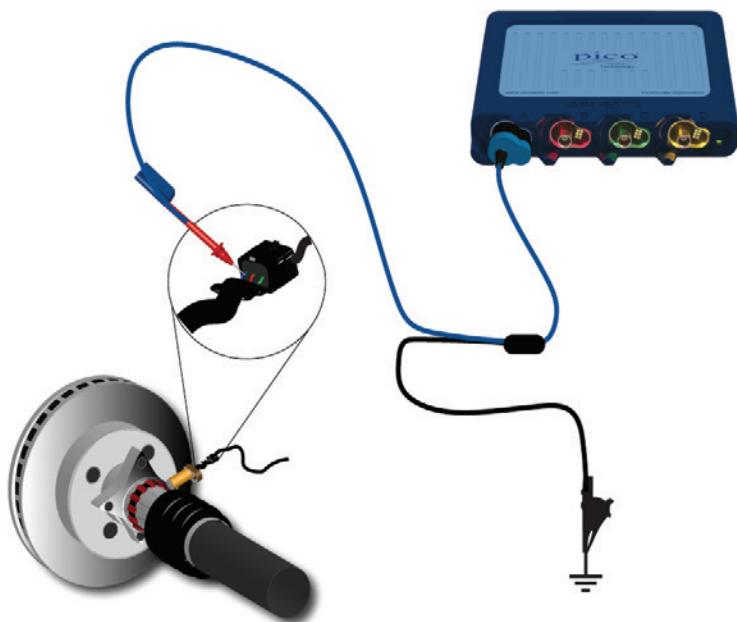
Remember to have a good earth point for this sensor.



TEST 6: Wheel speed sensor (Magneto-resistive)

Software	PicoScope 7 Automotive
Checking	Wheel speed sensor signal integrity
Skill level	    

The purpose of this test is to evaluate the operation of an Antilock Braking System (ABS) magneto-resistive wheel speed sensor based upon its output voltage and frequency.

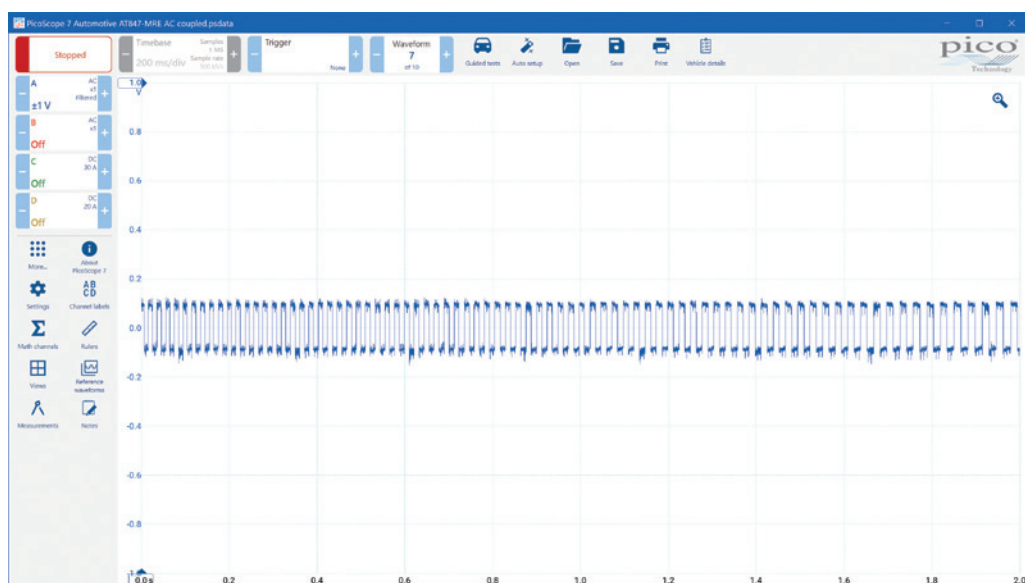


Access to individual wheel-speed sensors may be difficult.

All wheel-speed sensors connect to the ABS control module, which is usually located in the engine bay.

1. Use manufacturer's data to identify the wheel speed sensor output circuits and connect PicoScope Channel A to the sensor signal circuit.
2. Minimize the help page. You will see that PicoScope has displayed an example waveform and is preset to capture your waveform.
3. Turn the ignition on but do not start the engine.
4. Start the scope to see live data.
5. With the suspect wheel raised, rotate it by hand. This will be sufficient to produce an output from a good speed sensor. Stop the scope.
6. Use the Waveform Buffer, Zoom and Measurements tools to examine your waveform.

**PicoScope sets Channel A:
connect other channels to have
comparative waveforms.**

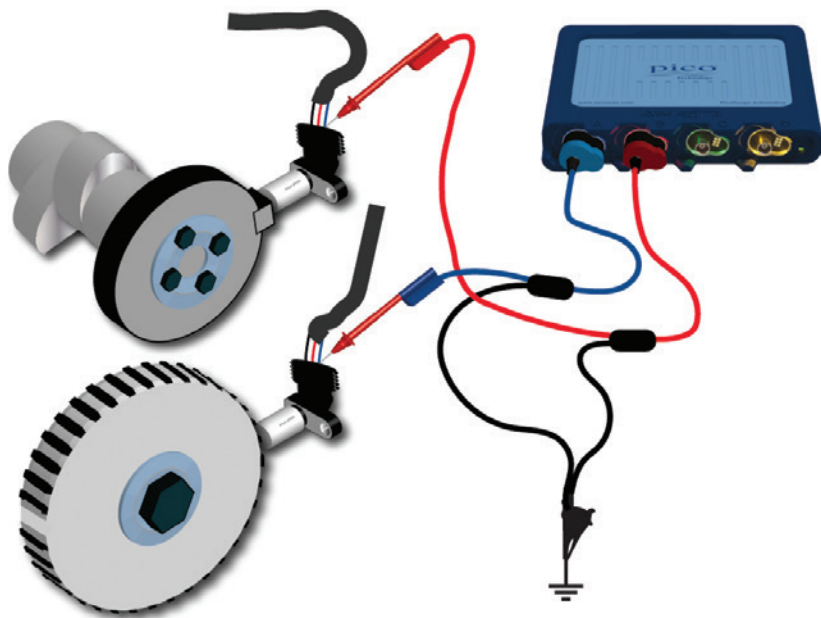


The waveform from a magneto-resistive ABS speed sensor displays a square wave.

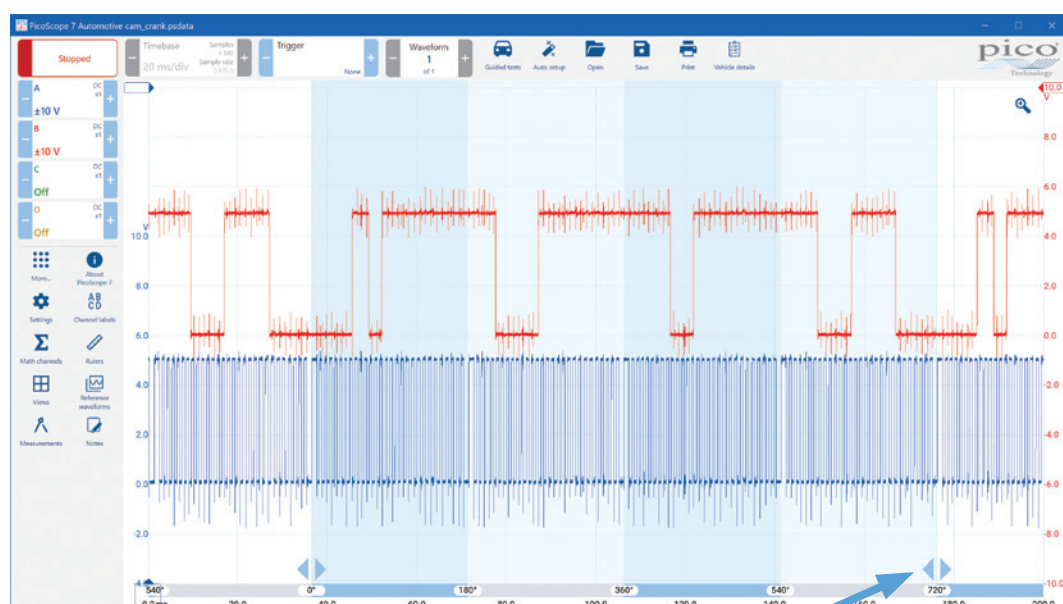
TEST 7: Crankshaft and camshaft position sensor comparison

Software	PicoScope 7 Automotive
Checking	Synchronization between cam and crank
Skill level	

The purpose of this test is to directly compare the relative positions of the Crankshaft position (CKP) and Camshaft position (CMP) sensor waveforms and features.



1. Use manufacturer's data to identify the crankshaft and camshaft sensor signal circuits. Connect PicoScope Channel A to the crankshaft circuit and connect PicoScope Channel B to the camshaft circuit.
2. Minimize the help page. You will see that PicoScope has displayed an example waveform and is preset to capture your waveform.
3. Start the scope to see live data and start the engine and run it at idle. Stop the scope.
4. Use the Waveform Buffer, Zoom and Measurements tools to examine your waveform

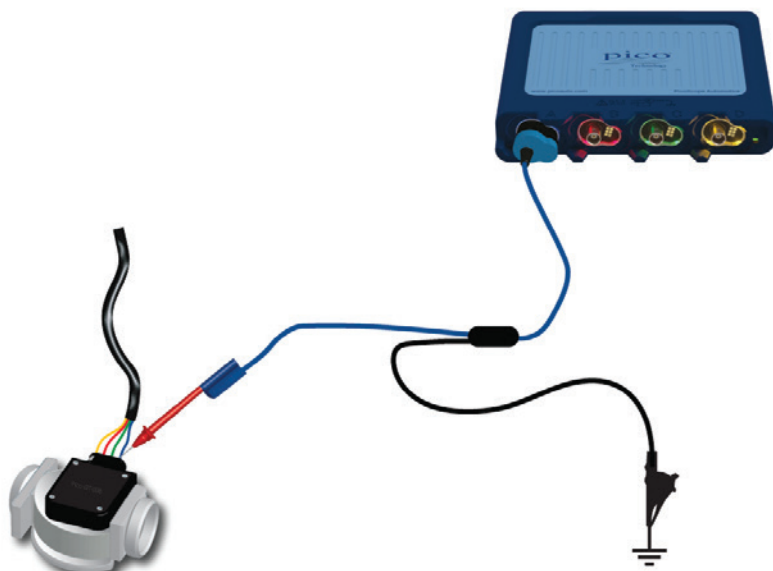


Use the rotation rulers (enabled in PicoScope's Rulers menu) to check the relationship between the crankshaft and camshaft sensors.

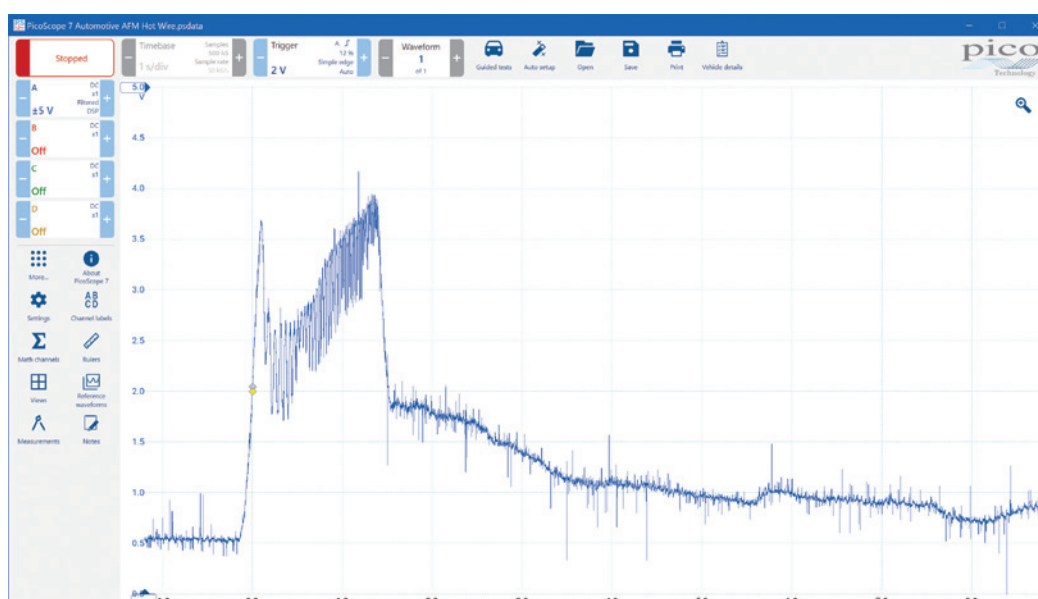
TEST 8: Air flow meter - air vane

Software	PicoScope 7 Automotive
Checking	Air Flow Meter testing
Skill level	    

The purpose of this test is to evaluate the voltage output from the internal track of the air flow meter during engine idle, Wide Open Throttle (WOT) and over-run conditions.



1. Use manufacturer's data to identify the sensor signal circuit and connect PicoScope Channel A to the sensor signal circuit.
2. Start the engine.
3. Minimize the help page. You will see that PicoScope has displayed an example waveform and is preset to capture your waveform.
4. Start the scope to see live data and carry out a Wide Open Throttle (WOT) test.
5. With your waveform on screen stop the scope. Use the Waveform Buffer, Zoom and Measurements tools to examine your waveform.

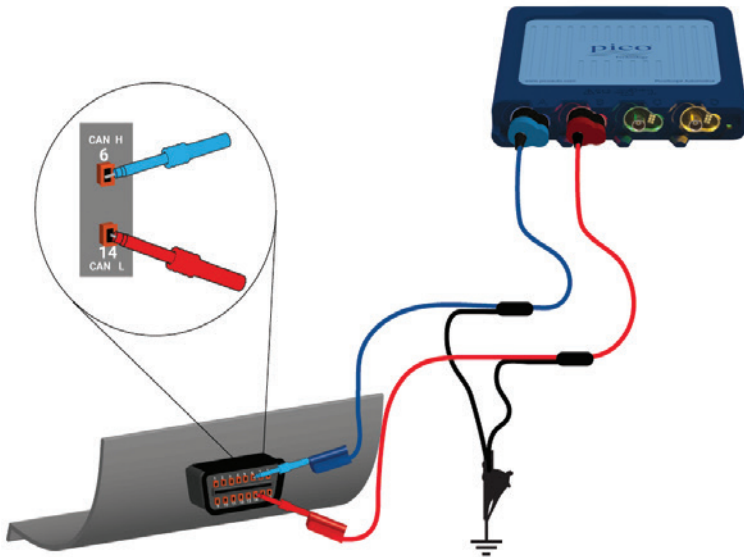


The example waveform is from a gasoline airflow sensor. A diesel sensor waveform will look different.

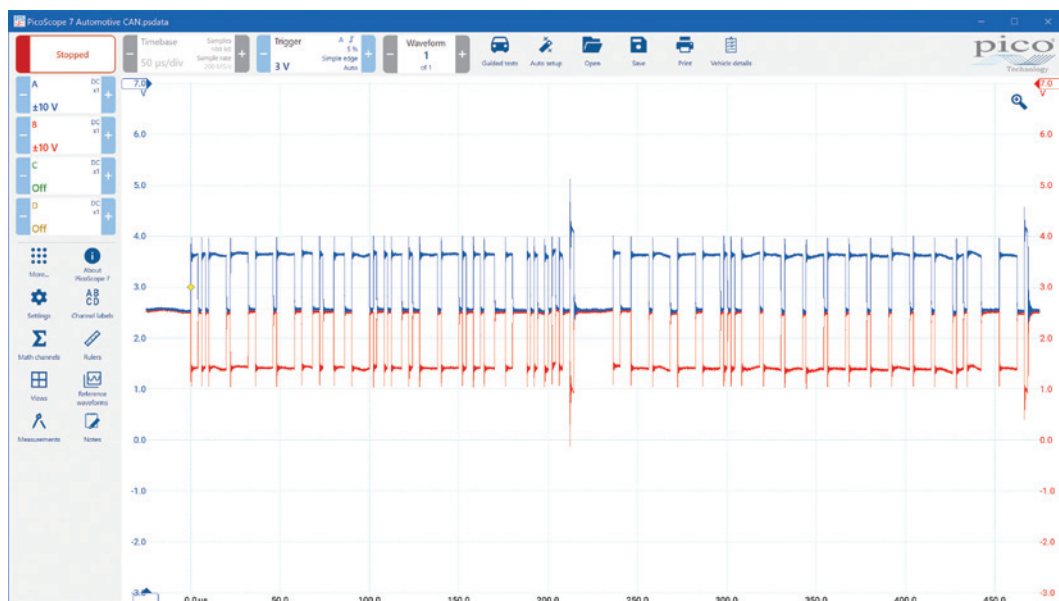
TEST 9: CAN bus physical layer

Software	PicoScope 7 Automotive
Checking	Dual-trace testing of CAN High and CAN Low lines
Skill level	🔧 🔧 🔧 🔧 🔧

The purpose of this test is to determine the physical integrity of a Controller Area Network (CAN) bus by checking its low (CAN-L) and high (CAN-H) line voltages.



1. Locate the Diagnostic Link Connector (DLC). Connect PicoScope Channel A to terminal 6 and chassis earth and connect PicoScope Channel B to terminal 14 and chassis earth.
2. Minimize the help page. You will see that PicoScope has displayed an example waveform and is preset to capture your waveform.
3. Start the scope to see live data and turn on the ignition.
4. With your live waveforms on screen stop the scope and turn off the ignition.
5. Use the Waveform Buffer, Zoom and Measurements tools to examine your waveform. that the peak voltages are correct.

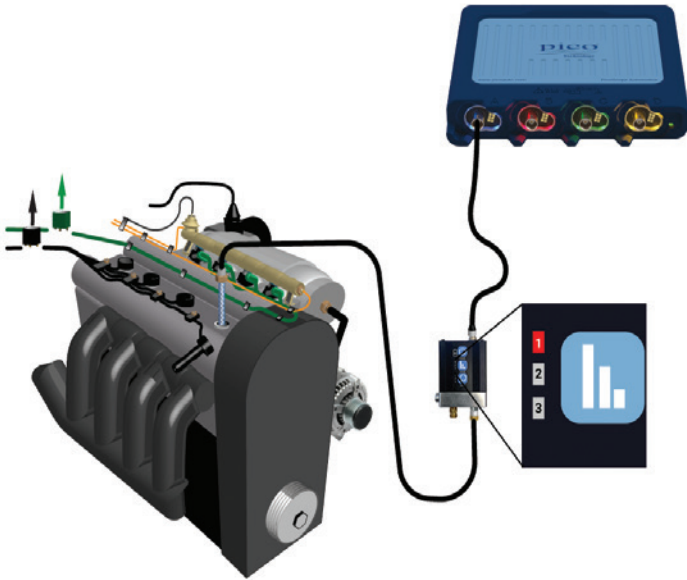


The signals should be mirror images of each other, and there should always be two signals present.

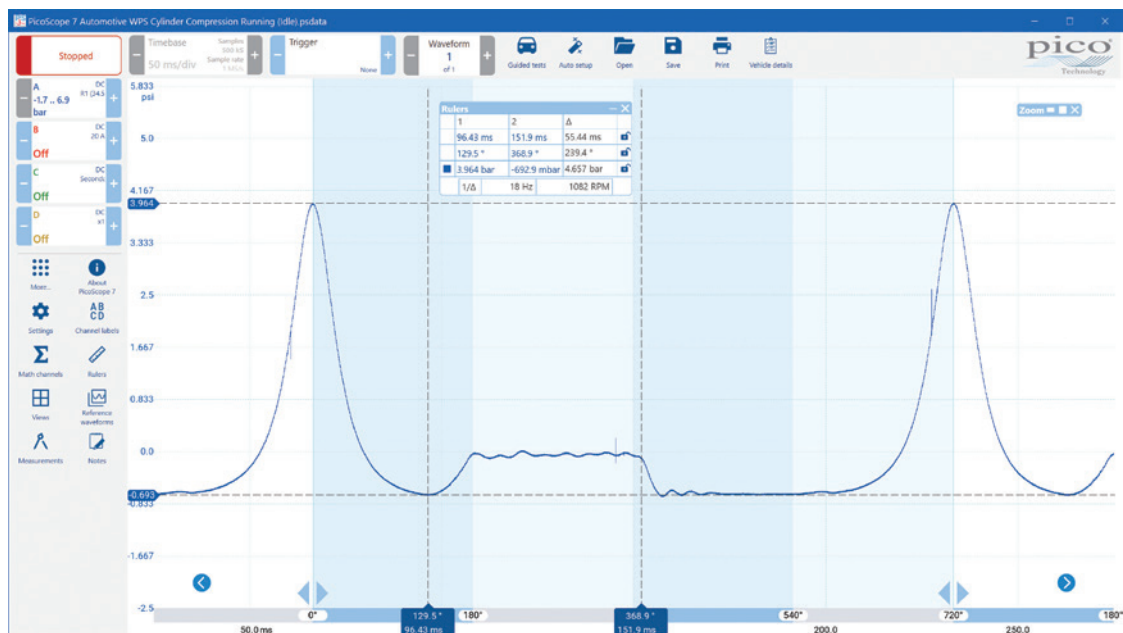
TEST 10: In-cylinder pressure during cranking (gasoline)

Software	PicoScope 7 Automotive
Checking	Petrol engine compression (advanced)
Skill level	    

The purpose of this test is to evaluate the in-cylinder pressure of a gasoline engine during cranking using the WPS500X pressure transducer.



1. Disable the vehicle's fuel injection and ignition systems and connect the fully charged WPX500X pressure transducer to PicoScope Channel A.
2. Switch on the WPS500X and wait for the self-test to complete (LED will scroll from range 1 to 3 and revert to 1).
3. Remove the spark plug and assemble the compression hose with the correct thread adapter and install into the spark plug hole.
4. Connect the WPS500X to the compression hose.
5. Minimize the help page. You will see that PicoScope has displayed an example waveform and is preset to capture your waveform.
6. Start the scope to see live data.
7. With the throttle fully open crank the engine until the waveform stabilises, usually around 5 s and stop the scope.
8. Use the Waveform Buffer, Zoom and Measurements tools to examine your waveform.

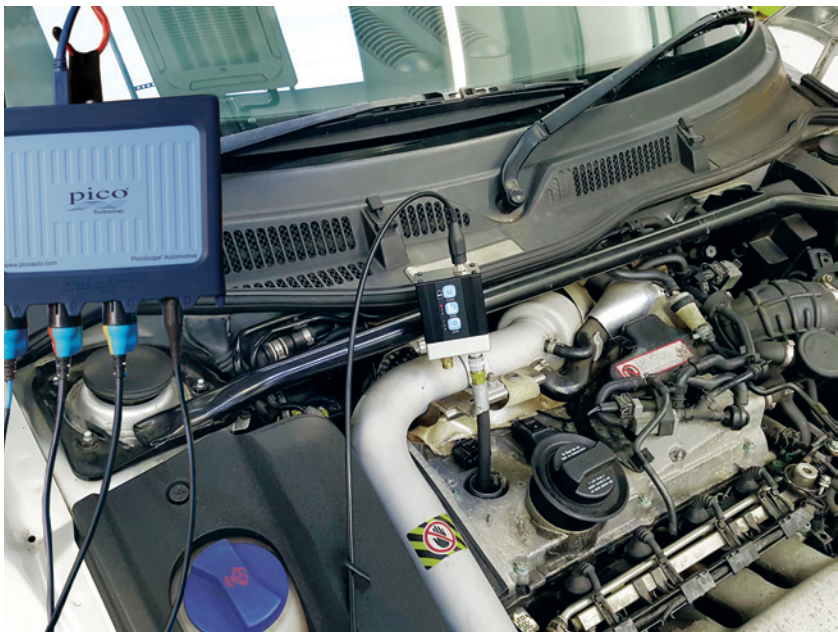


The Expansion pocket should have the same depth as the Intake pocket. Anomalies in this aspect indicate errors with valve timing or valve seat.

Pressure testing with the WPS500X pressure transducer

Our WPS500X pressure transducer is the essential add-on to your PicoScope kit, allowing you to accurately view vacuum and pressure levels up to 500 psi (34.5 bar). The ability to display pressure, alongside electrical component signals in real time, gives you an unparalleled view into engine and vehicle diagnostics.

Below is just one example of our WPS500X in use. With three different pressure ranges the WPS500X is optimized for measuring a vast array of vehicle pressures ranging from cylinder compression to positive and negative fuel line pressures and exhaust gas pulsations at the tailpipe (in relation to combustion).



WPS in-cylinder pressure waveforms can be analysed in terms of the engine phase. i.e. stroke by stroke.	Expansion stroke and pocket. Intake and exhaust valves closed.	Exhaust stroke. Intake valve closed, exhaust valve open.	Intake stroke. Intake valve open, exhaust valve closed.	Compression stroke. Intake and exhaust valves closed. WPS

PicoDiagnostics

When you download the PicoScope software you also get a free companion program, PicoDiagnostics. PicoDiagnostics is the fault-finding software for your PicoScope oscilloscope.

The PicoDiagnostics program includes a range of built-in tests that are quick and easy to operate. These built-in tests cover testing of batteries, alternators, starter motors, compression and cylinder balance. The ability to print professional reports also allows you to show your customer that you have performed a rapid health check.

Our software really does turn your PC into an automotive diagnostics tool.

PicoDiagnostics supports the PicoScope 3000 Automotive and 4000 Automotive diagnostic scopes.

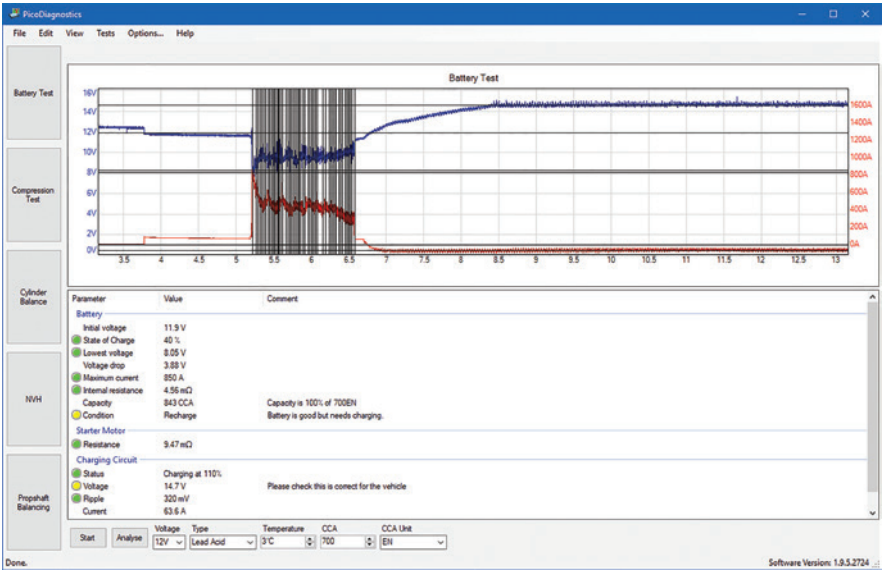
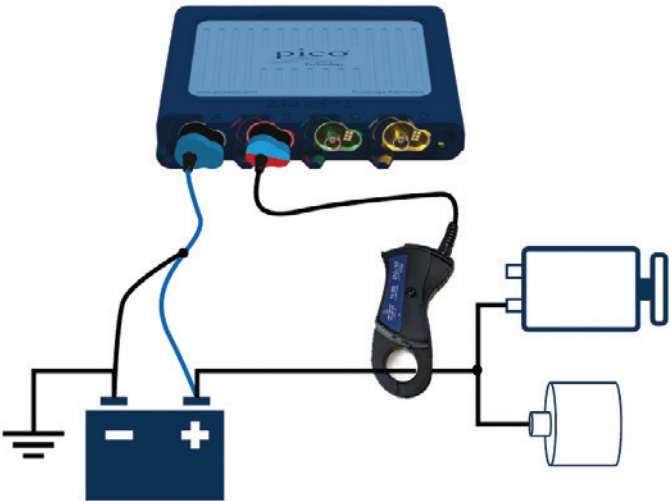


Battery Test

This feature tests the starting and charging system on the vehicle and is used by both vehicle manufacturers and independent workshops.

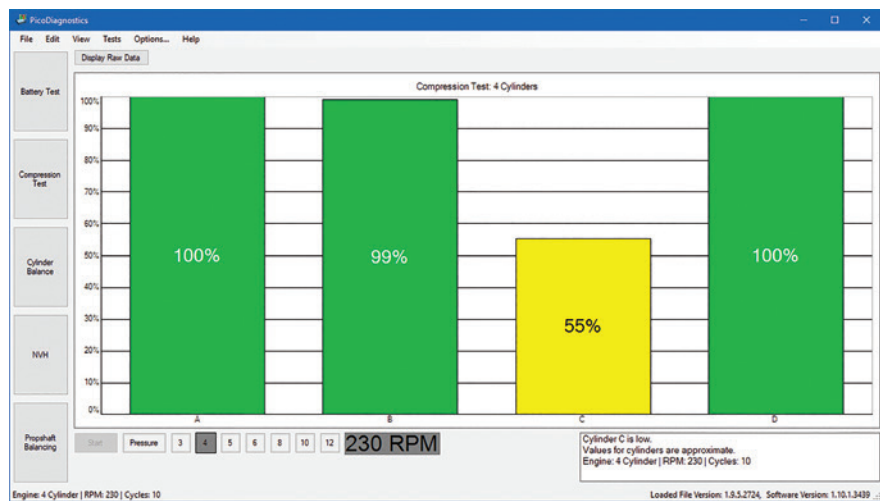
At Pico Technology we know that charging and starting systems are at the very heart of modern vehicles' electronics. We understand how important they are in making sure that all components function at their very best.

With this in mind, we developed this vehicle health check, as a primary test for every vehicle that enters the workshop. By doing this test you can certify that the vehicles function perfectly, giving your customers peace of mind and generating valuable business. For every Battery Test done you get a report that can be fully customized with your workshop details and logo. You can print this and give it to your customer, both before and after work is undertaken.



Compression Test

The compression test is meant to be the first check. If the compression looks good you can quickly move on and investigate other components which might be the cause of the fault. If the test detects a low cylinder, you should perform a manual compression test to verify the results and to detect which cylinder is low.

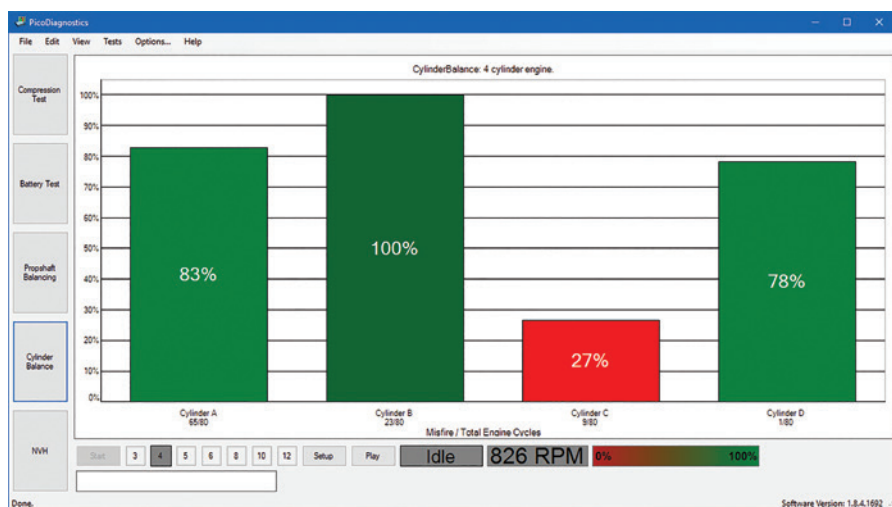


Note: Two different types of compression test are supported by PicoDiagnostics: relative compression and absolute compression. You must, however, use a WPS500X to be able to perform an absolute compression test.

Cylinder Balance

The cylinder balance test measures how much each cylinder contributes to the engine's total power output. A number of issues can cause a cylinder to contribute less than the other cylinders, including, but not limited to:

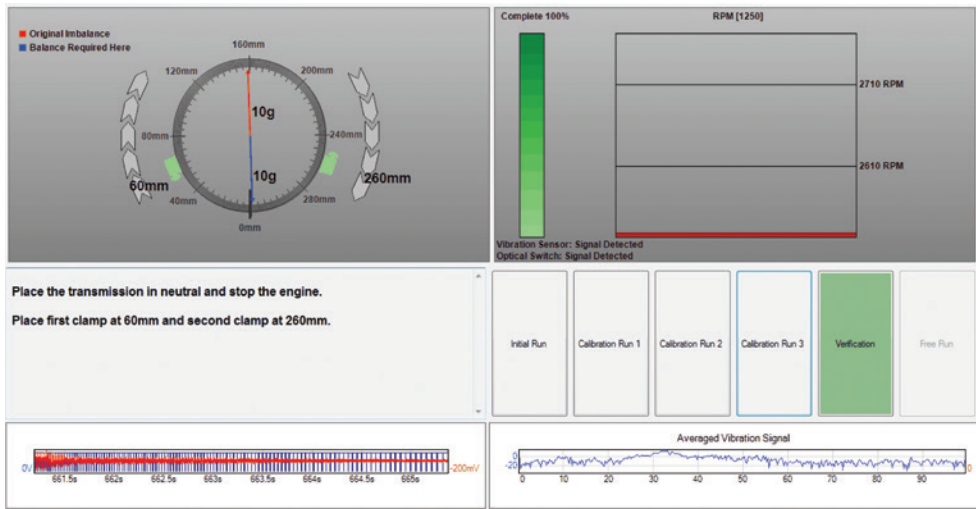
- low compression
- faulty injector
- faulty spark plug



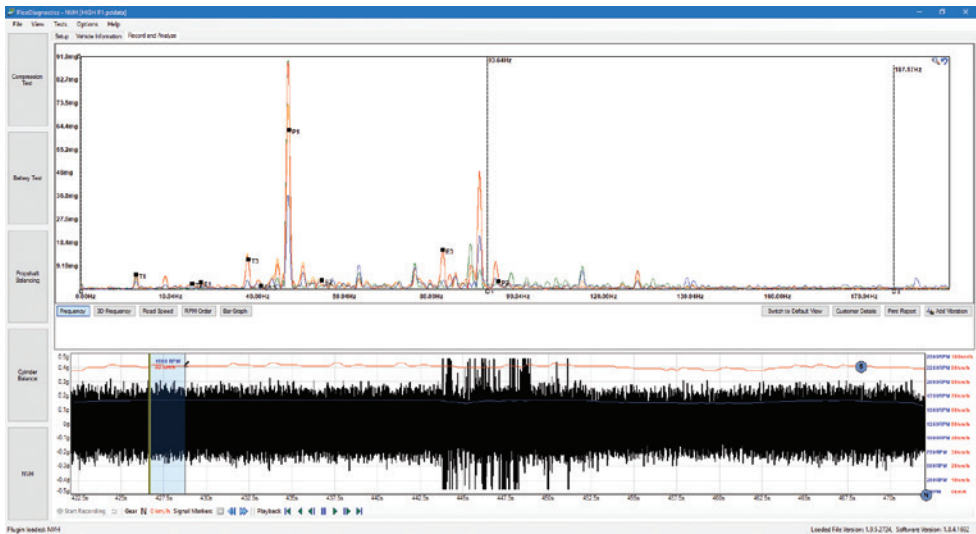
Propshaft Balancing

The propshaft needs to be balanced after the removal of one or more component of the transmission system. The propshaft balancing program can help you with your on vehicle balancing. You can fit balancing weights on the differential coupling flange, use off-the-shelf hose clamps on the propshaft or attach a single balancing weight to the propshaft.

The program displays step-by-step instructions in the form of a Wizard for both formats of this test. We recommend that you follow your chosen procedure carefully. Don't forget, you can also save or print a report of this work to give to your customer or to keep for your records.



The Propshaft balancing program can be used to rectify a propshaft imbalance that may be detected during NVH testing (see next page).

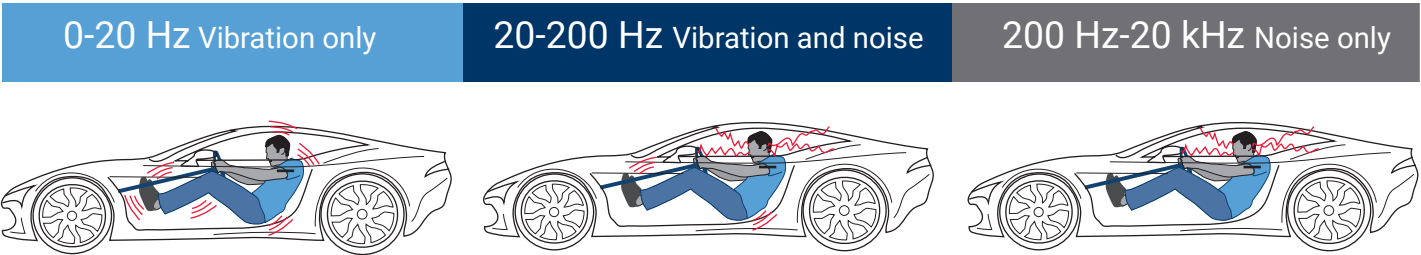


Noise, vibration, harshness and balancing

The PicoDiagnostic NVH kit enables the identification and diagnosis of unwanted vehicle vibration and noise sources.

The kit is the cost-effective answer to the many NVH problems technicians are facing today. It provides real-time analysis in the form of either: a bar graph, a frequency chart, a 3D frequency chart, RPM order, time domain or road speed view. The ability to start the recording before a road test, and play back the recording for analysis upon return to the workshop, lets the driver focus on the driving during the road test.

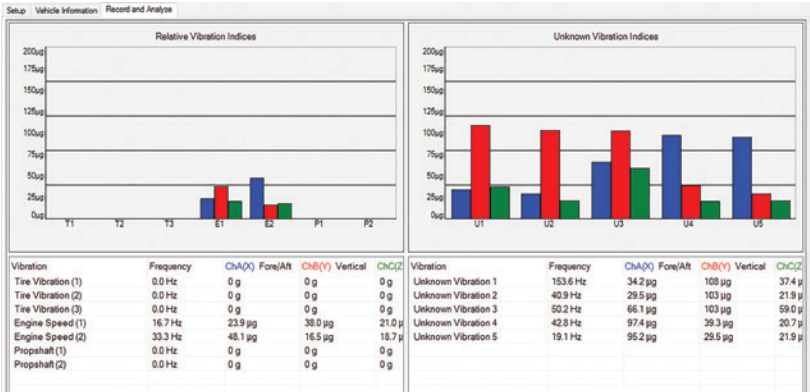
Our NVH kit works with the PicoScope 4000 Series Automotive oscilloscopes, and it is available in a number of configurations to suit your needs.



The root of all NVH problems is vibration. In some cases, these are abnormal vibrations and in other cases, they are always present (e.g. engine combustion). They should, however, never reach the driver or the passengers.

Noise is vibration transmitted through the air and is heard when it reaches a person’s ear. The ‘perfect hearing’ range is 20 Hz to 20 kHz, and vibrations are usually felt at frequencies below 200 Hz; in the overlapping frequency range, vibrations can both be felt and heard. In order to deal with this frequency range effectively, the PicoDiagnostics NVH kits contain microphones (for sound) and accelerometers (for vibration).

Traditionally, NVH problems have been viewed as being both difficult to solve and subjective, as people have different levels of sensitivity. For technicians to tackle these issues effectively, they require the right tools and procedures to diagnose objectively and simply.



Typical uses

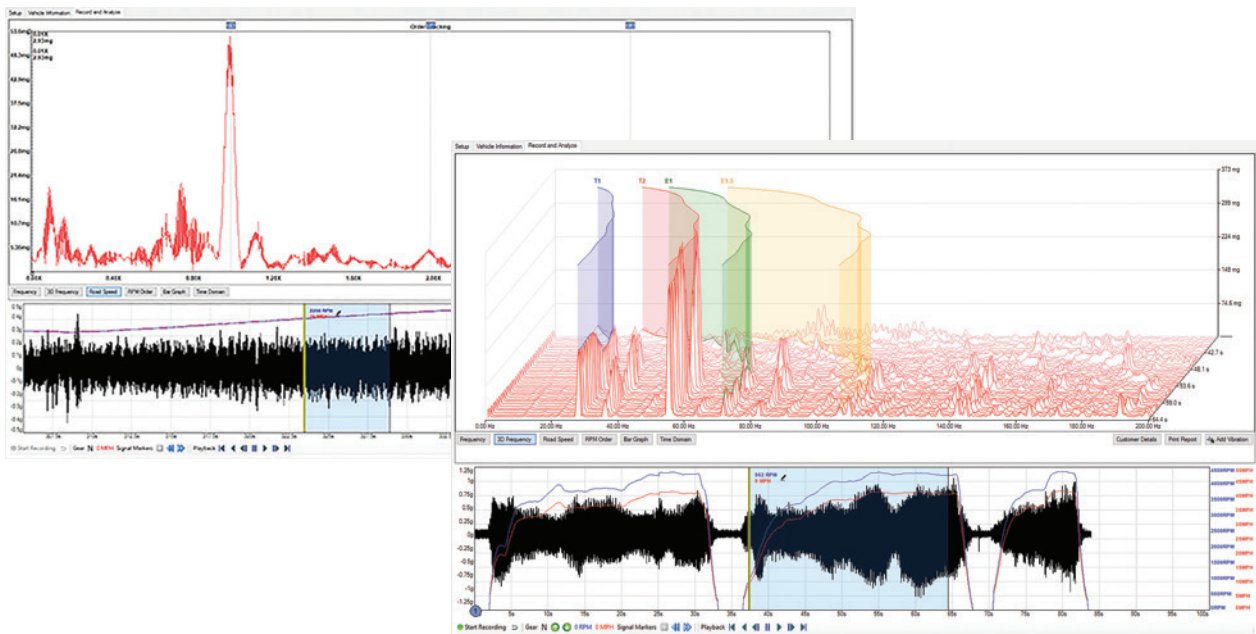
Customer complaints surrounding noise and vibration are subjective and present technicians with a challenge before diagnosis and rectification begin. You can use the NVH kit on the vehicle and road-test it with the customer to obtain all vibration and noise levels. When this valuable data has been collected, it can be analyzed and compared to previous captures or other vehicles.

A “problem” vibration is, in many cases, a characteristic. With the collected data you can present and compare with previous captures or donor vehicles, and can confidently assure your customer that everything is as it should be.

Alternately, the data comparison could highlight a problem, giving the technician the necessary information to repair the vehicle with confidence.

Below are just a few typical scenarios where the NVH kit can save you time and money:

- Cabin vibrations at speed
- Engine vibrations throughout the entire RPM range
- Clutch judder or vibration
- Transmission and bearing whine
- Auxiliary driving noise
- Brake judder
- Steering vibrations



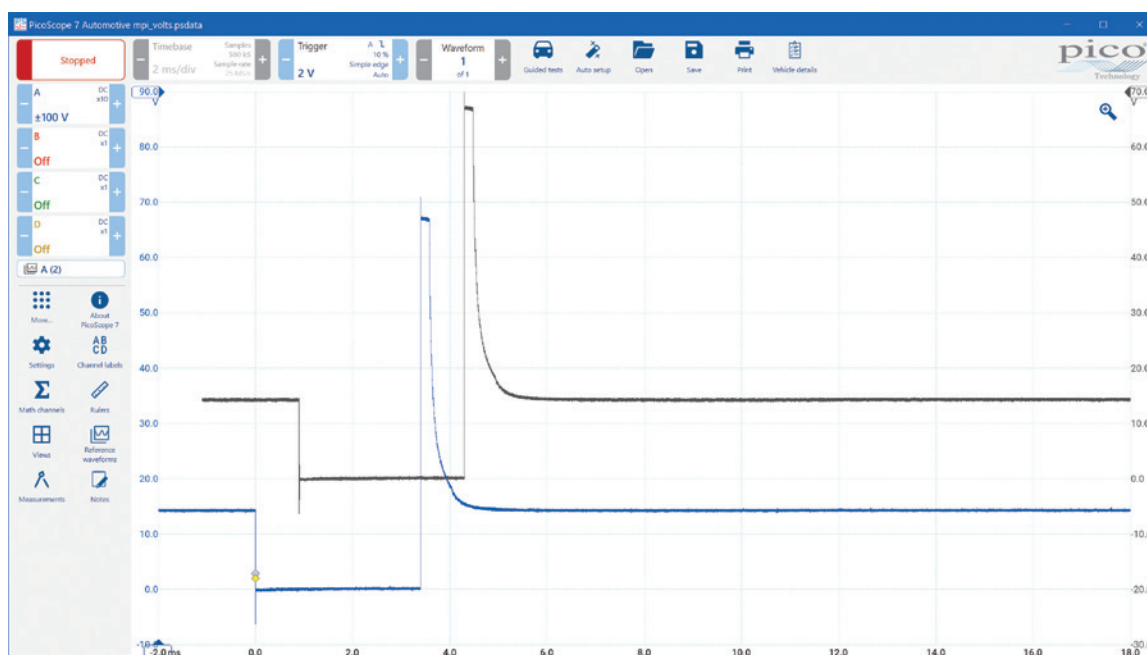
Taking the step beyond Guided Tests

The many Guided Tests included in the PicoScope Automotive software are invaluable when you first start using your PicoScope. Inevitably there will come a point where you want to test a component or system using your own settings.

This does not have to be as difficult or daunting as you may think, as it is highly likely that the test you want to undertake already has been done by one of our team or other customers. First, search the Waveform Library for the component you wish to test. When you find the waveform, you simply open it.

When you open up a PicoScope waveform, the software automatically adjusts the timebase and voltage scale to the parameters set when the test was undertaken. At this point, you will have to use the technical data and, of course, your own knowledge base to find the component and connect to it.

Remember you can also load a reference waveform to see on screen while you capture your own data. That way, you can make a post-capture comparison.



The Waveform Library

The Waveform Library has thousands of waveforms you can use for both good and bad references. It lets you search for a valuable waveform you can then compare with your own test. When you have found a waveform, you can import the full captured waveform or individual channels. This makes it easy to compare with your own captured signal. Often rulers become very powerful when comparing.

It is worth remembering that this powerful feature will allow you to save and share your own waveforms with the PicoScope community, and if you get stuck you can always email or call our support team for further advice.

The screenshot displays the PicoScope Waveform Library interface. On the left, there are search filters for Vehicle details (VIN, Make, Model, Generation, Year, Transmission, Test Conditions), Engine details (Engine Code, Primary Fuel, Secondary Fuel, Cylinders, Configuration, Capacity (l), Capacity (cu in), ECU Make, ECU Model), and Channel details (Add channel, Select Label, Select Good/Bad/Unknown). The main area shows two waveform entries. The top entry is for a 2001 Volkswagen Golf Mk IV with a 1.4L engine, showing a waveform for Secondary Ignition Voltage. The bottom entry is for a 2008 Volkswagen Golf Mk6 with a 1.4L engine, showing waveforms for Camshaft sensor (Hall effect) and Crankshaft sensor (Hall effect). Both entries include a 'Car Details' sidebar with vehicle specifications and a 'Notes' section.

Vehicle details
VIN / ID Code
Make: Volkswagen
Model: Golf
Generation
Year: <YYYY>
Transmission
Test Conditions

Engine details
Engine Code
Primary Fuel
Secondary Fuel
Cylinders
Configuration
Capacity (l)
Capacity (cu in)
ECU Make
ECU Model

Channel details
Add channel
[Select Label]
[Select Good/Bad/Unknown]
List view
Grid view
Clear choices
Search

Car Details
VIN / ID Code: WVWZZZ1J22W251606
Make/Model: Volkswagen / Golf
Generation: Mk IV
Year: 2001
Transmission: Manual
Engine code: AXP
Primary fuel: Petrol
Cylinders: 4
Configuration: Inline
Engine capacity: 1.4 L
Test conditions: Key on Engine Running Idle
Notes: Engine running. Good Cam and crank relationship, also injector voltage and ignition secondary from no. 1 cyl.
Uploaded by: niall

Open Waveform 9.13 (MB)
A Secondary Ignition Voltage
Status: Good
Comment: No. 1 cylinder
Load
B Camshaft Sensor
Status: Good
Load
C Crankshaft sensor
Status: Good
Load
D Injector Voltage
Status: Good
Comment: No. 1 cylinder
Load

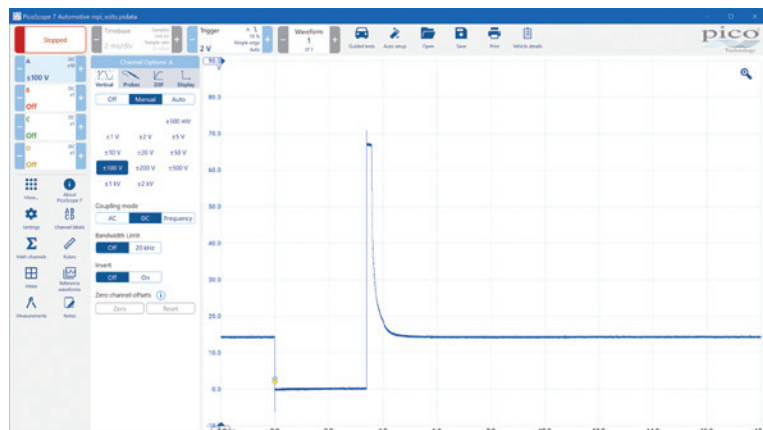
Car Details
Make/Model: Volkswagen / Golf
Generation: Mk6
Year: 2008
Transmission: Manual
Engine code: CAXA
Primary fuel: Petrol
Cylinders: 4
Test conditions: Key on Engine Running Idle
Notes: TOP PICTURE CAM AND CRANK SYNC - GOOD BOTTOM PIC CAM AND CRANK SYNC - BAD
Uploaded by: adadiagnostics

Open Waveform 3.79 (MB)
A Camshaft sensor (Hall effect)
Status: Good
Comment: MIDDLE WIRE AT SENSOR
Load
B Crankshaft sensor (Hall effect)
Status: Good
Load

You can find more help and advice at www.picoauto.com. Our online forum is a great source of help and information, as well as the many case studies and online training articles we have published. You will also find a list of our recommended trainers and links to their various training courses so that you can increase your understanding and knowledge about using PicoScope even further.

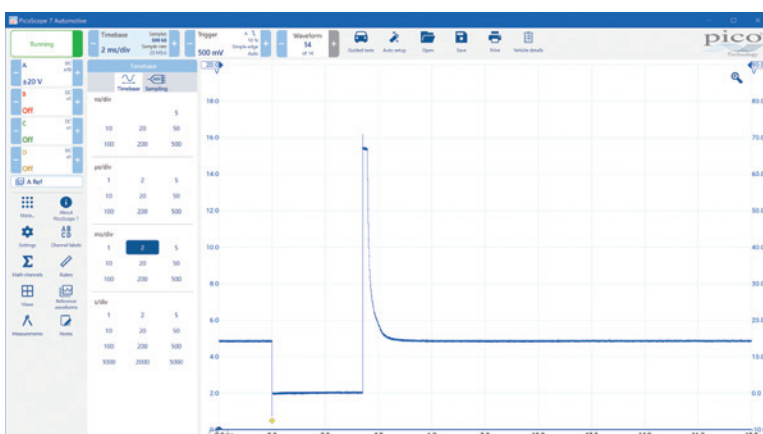
Understanding waveforms

The first things to consider when viewing and analyzing waveforms are the timebase and voltage scales. While our Guided Tests will set these up for you, it is a good idea to take the time to learn the basics. This will help you analyze waveforms and hone your PicoScope skills. Let us go back to the beginning and simply see the waveform as voltage shown over time, and apply this to what we see on the screen.



Voltage

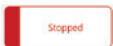
The voltage is by default set to ± 5 V, but can easily be changed. You can select other ranges from the grid in the Vertical tab of the Channel Options pop-out, or you can click the Input range drop-down button and choose from a grid menu, or you can click the increase or decrease buttons to choose the next value on the respective side of the scale. Your chosen voltage scale is divided equally between the 10 vertical divisions shown on screen. In our example each division represents 1 V, from -5 V to +5 V.



Timebase

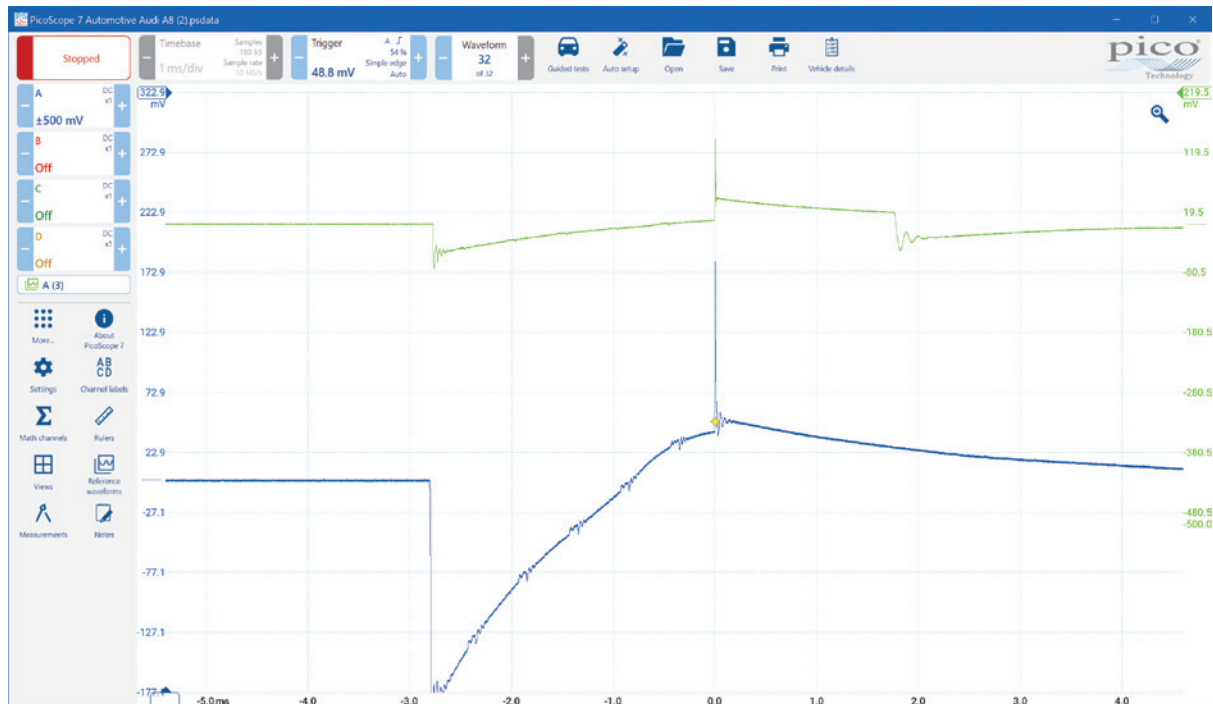
The timebase is by default set to 5 milliseconds per division (5 ms/div). There are ten divisions on the screen. A setting of 5 ms/div gives you 50 ms of time across the entire capture. The settings for this are located in the Timebase pop-out. You can choose a timebase from the grid, or you can click the increase or decrease buttons to choose the next value on the respective side of the scale. To view more detail of a single event, simply reduce the timebase. To view more events with less detail, simply increase the timebase.

It is worth taking the time to become familiar with these settings, as they will let you make small changes to how the waveform is displayed on the screen. This can prove invaluable to you, as it enables you to see it in the detail you require. Do not forget that the **Auto Setup**  button is there to help, and will adjust your capture settings to show you sensible waveforms.

When you are connected to the component, and your settings are complete, you just press the Stop/Start button  (or alternatively the spacebar on your keyboard). PicoScope will start to record the data. Stop the test at any time and scroll back through your waveforms with the waveform buffer:  This is particularly useful for spotting intermittent faults.

Analyzing waveforms

We have now covered a little about the screen and some basics about setting up and understanding the parameters. Next, let us take a look at how we best analyze and understand waveforms. Of course, there is no magic wand here, but PicoScope allows you to easily view waveforms in the very best way possible. Combine this with our Guided Tests and the Waveform Library (see below) and we provide you with some great tools to help understand and analyze what you see. The ability to interpret waveforms is still where the skill lies.

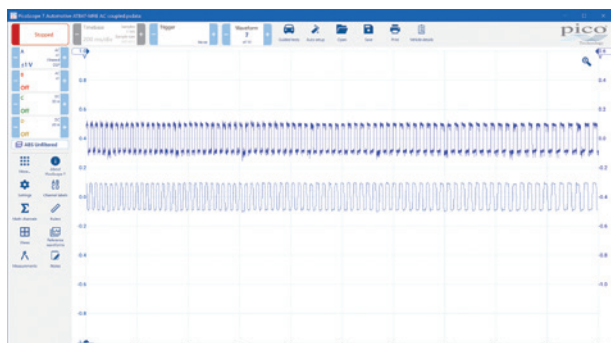


We supply many reference waveforms, both within our Guided Tests and on the Waveform Library. It is, however, worth remembering that you are usually not looking for an exact match, but a way to compare and evaluate (as in our example) whether a component is working correctly.

The Reference Waveform in the example above has been captured at a slightly different voltage scale to our test component. At first glance, it appears difficult to use as a comparison, but it is still valuable. We know that the green waveform signal has come from a good coil pack, and despite the blue waveform from our coil pack having been recorded at a different voltage scale, it is easy to see that there is no coil oscillation taking place; so we indeed have a faulty coil pack. We could adjust the scaling and offset of our signal to make visual comparison easier.

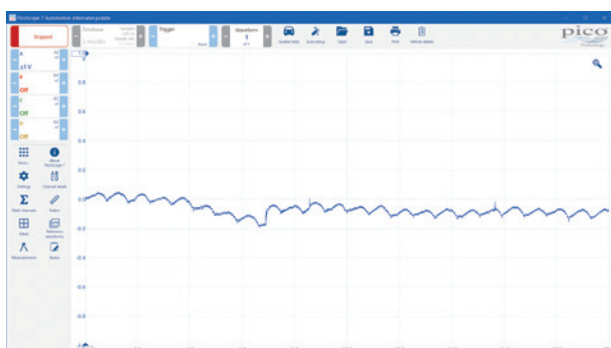
So is that all PicoScope can do?

Simply put, no. This guide is written to help new users get started with PicoScope. As you become more proficient with using PicoScope you can start working with more of our advanced features.



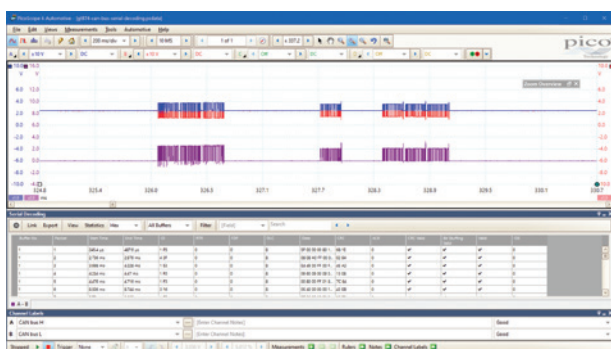
Filtering

Fundamentally, unpowered sensors such as lambda have a high output resistance leaving both the sensor and wiring prone to the pick-up of noise. Inside the PCM the signal will be filtered but it is helpful to see both the unfiltered and filtered version as the comparison will help to reveal what is expected noise and what is affecting the signal as seen by the PCM.



Coupling

The default Coupling setting of DC allows the scope to display both the DC and AC aspects of the input signal. Selecting the AC coupling option we block the DC component of the input signal and allow only the AC to be displayed on the screen. An example of this coupling feature would be to apply it to a running car's battery, revealing the alternator ripple (see Channel A).



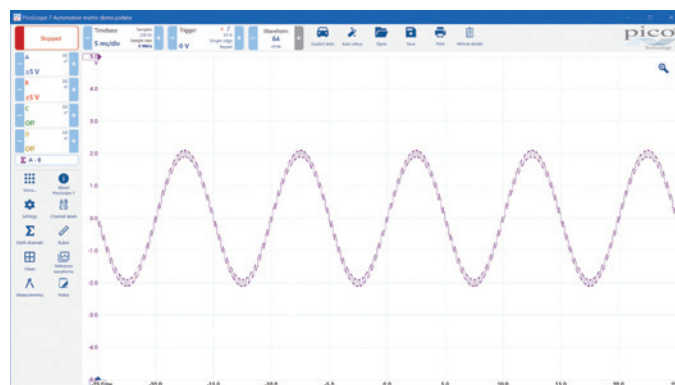
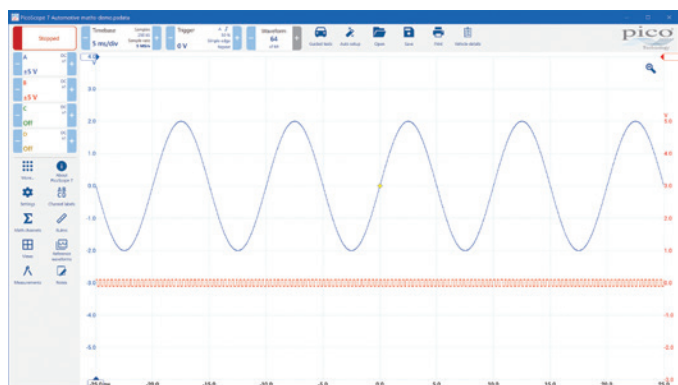
Serial Decoding

(Coming soon to PicoScope 7 Automotive)

You can use PicoScope to decode data from a serial bus such as FlexRay or CAN Bus. Unlike a conventional bus analyzer, PicoScope lets you see the high-resolution electrical waveform at the same time as the data. The data is integrated into the scope view, so there's no need to learn a new screen layout. In the viewer, you have the ability to filter or search on specific messages, data or errors.

Math channels

Clicking on the Math channels icon on your PicoScope screen will reveal numerous built-in math channels that will assist you when looking at the input signals. While these math channels will invert, add, subtract, divide, or multiply any combination of channels of interest, you are also able to create your own math channels within the software. Below, you can see an isolated math channel that reveals the result of Channel A minus B.



Masks

(Coming to PicoScope 7 Automotive soon)

Mask limit testing is a feature that tells you when a waveform goes outside a specified area, called a mask, drawn on the screen. PicoScope can draw the mask automatically by tracing a captured waveform, or you can draw it manually. Mask limit testing is useful for spotting intermittent errors on both the timing and signal level.

Masks menu

Location: [Tools > Masks](#)

Purpose: gives control over [Mask Limit Testing](#)

Add Masks

Clear Mask

Save Mask

Add Masks: Add a mask to the display using the [Mask Library dialog](#).

Clear Mask: Remove the mask from the display.

Save Mask: Save the displayed mask to disk as a [.mask](#) file.

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Alarms

(Coming to PicoScope 7 Automotive soon)

Alarms are actions that PicoScope can be programmed to execute when certain events occur. PicoScope can be left running and will automatically stop and save the waveforms to disk or trigger external actions when the buffers are full or a mask fail is detected.

Online resources

In addition to free software updates, lifetime support, the already mentioned Waveform library and our Guided Tests there are many online resources available for guidance on our website: www.picoauto.com.

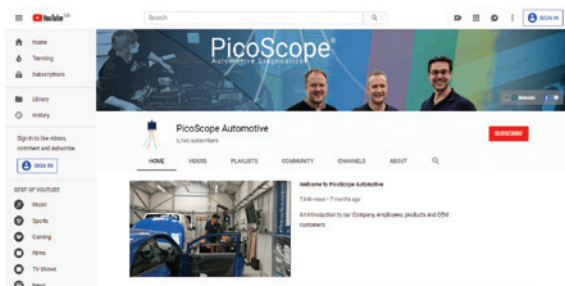
The Automotive Forum

The forum is a great place to ask for advice, help other Pico users and find valuable information. When you register for an account on the forum, you also gain access to the Waveform library while you have your PicoScope connected.

Automotive Forum			
New Technical Support and Discussion Forum			
Quick links Board index Register Login			
It is currently Tue Aug 06, 2019 11:55 am			
Forum	TOPICS	POSTS	LAST POST
Introductions Come here to introduce yourself, who you are, what you do, and tell us your experience with our automotive products.	344	1073	Re: Hello from Michigan by Steve Smith @ Mon Aug 05, 2019 1:46 pm
Automotive kit hardware Ask any questions relating to the PicoScope hardware or kit contents here. If you have any questions prior to purchasing the kit post them here.	375	1740	Re: Automotive Ethernet by Steve Smith @ Mon Jul 29, 2019 5:14 am
PicoScope 6 Automotive software Ask any questions about using PicoScope Automotive software here.	400	2220	Re: Change test size in 'Tools... by srtm1107 @ Tue Aug 06, 2019 9:20 am
PicoDiagnostics software Ask any non-NVH related questions about using PicoDiagnostics software here.	124	576	Re: Key fob testing by srtm1107 @ Fri Jun 21, 2019 1:22 am
PicoDiagnostics NVH	74	350	Re: NVH Kit, OBD not connect...

Videos

We have many videos available with great content, both from Pico and from third parties. In addition to being posted on the website, you can also find them on our PicoScope Automotive channel on YouTube.



Case studies

We have a series of case studies where the automotive oscilloscope is used to diagnose vehicle faults. Fault-finding procedures and detailed explanations of components and systems makes it a must-read.

Vehicle	Case study	Fuel
Alfa Romeo Spider 1996	Misleading MIL The vehicle arrived at the workshop because the MIL (Malfunction Indicator Lamp) was illuminated. The vehicle showed no other drivability issues.	Petrol
Audi A2 2002	Heavy steering I'd visited this 2002 Audi A2 once before with an intermittent problem of the power steering going heavy. During testing I couldn't get the car to fail, and checking the system with the scan tool found no DTCs logged either.	Petrol
Audi A6 2001	Battery discharge Recently I was faced with a customer who had completely given up on the idea of her car ever being fixed. The lady owner of a 2001 Audi A6 1.8 Turbo, explained to me how she has always had problems with the battery discharging.	Petrol
Audi A6 2006	Engine cutting out The car came to us from a transmission repair center. The problem was an occasional engine cut-out during cold cranking. It is difficult for technicians to investigate this particular problem due to it occurring during cold cranking.	Petrol

Training

We have our own training section as well, with an ever-growing collection of videos, articles and guides, as well as information about training courses.

This is where we collect some of the best material we have for new users to reference and learn how to use their Automotive PicoScope.

5 Steps to success Diagnostic Training pack

Starting from step 1, we've created a 5 step training programme to guide those new to PicoScope along their journey of scope diagnostics from the very beginning.

As you progress through the training programme, you will learn PicoScope from our basic tests through to our most advanced tests and accessories. The steps are designed to progress your learning at a steady rate, keeping PicoScope from the ground up.

[More >](#)

Online training - Getting started

Scope School Part 1 - Introduction to PicoScope	Written tutorial
by Steve Smith	
Scope School Part 2 - The next step	Written tutorial
by Steve Smith - Pico Technology	
Scope School Part 3 - Tips and tricks	Written tutorial
by Steve Smith - Pico Technology	
Scope School Extra - Bonus Class	Written tutorial
by Steve Smith - Pico Technology	
PicoScope basics video - Part I	Video training
by Paul Turner - Pico	
PicoScope basics video - Part II	Video training
by Paul Turner - Pico	
PicoScope 6 Automotive - Introductory training notes	PDF tutorial
by Pico Technology	
Oscilloscope Diagnostics, A PicoScope Guide	PDF tutorial
by Pico Technology	
Force plots: Current clamps and Pulse extensions	Written tutorial
by Pico Technology	
Force plots: Breakdown leads kits	Written tutorial
by Pico Technology	
Force plots: Adapters for WPS5000 - W18	Written tutorial
by Pico Tech	
Force plots: Premium test leads and USB cables	Written tutorial
by Pico Tech	

Online training - Advanced users

Order monitoring valve (OMV) duty cycle with math channel	Written tutorial
by Steve Smith	
Voltage drop techniques: Introducing floating inputs	Written tutorial
by Steve Smith	
Audi A6 Faultless diagnostics	Written tutorial
by Pico Technology	

We are always happy to help at Pico, and if you need anything else you can reach our Technical Support team on the phone, via email or on Skype. This is regardless of how old your Pico product is. You can also contact the Technical support team for training enquiries.

Telephone: +44 1480 396 395
Email: support@picoauto.com

Choosing the right kit for you

After establishing your need for a PicoScope, how do you choose the right kit? Below is a summary of our kits, ranging from starter kits (giving you a basic set of adaptors to get going with PicoScope), right up to our 4-Channel master kit (offering a comprehensive range of accessories within the kit). The kits are available in a carry case, foam trolley trays, or both.

For a comprehensive list of each kit's contents, please refer to: <https://www.picoauto.com/kits>

2- and 4-channel starter kits

Our starter kits are available in either 2- or 4-channel format, and contain a basic selection of accessories. These kits offer a cost-friendly introduction for customers looking to begin their PicoScope journey.



2-channel starter kit: PQ175



4-channel starter kit: Box PQ176

2- and 4-channel standard kits

Our popular standard kits are available in either 2- or 4-channel format and contain a selection of top accessories. These kits offer a cost-friendly range of equipment for customers looking to broaden their diagnostic scope use and knowledge.



2-channel standard kit: PQ177



4-channel standard kit: PQ178



4-channel advanced kit Order Code: Case PQ180

Our advanced kit (available in 4-channel format only), adds a large selection of key accessories. For example, included is the premium breakout lead kit which enables the capture of signals where breaking-out a 6-pin connector is necessary, or back-pinning isn't advisable.

Master kit

Order Code: Case PQ194

Our Automotive Master Kit has been designed to give our customers a way of buying everything they could need in one hit. While there is always more you can buy to add to your toolbox, in this instance we've put together our most comprehensive kit to-date which includes our award-winning WPS500X pressure transducer and a wide range of accessories.



4-channel diesel kit

Order Code: PQ179

Based on our highly successful 4-channel standard kit, our diesel kit has been optimized to give those customers who work largely with diesel powertrains the key accessories they require in order to get the most from their investment.



Hybrid and EV kit

Order Code: PQ196

This kit can future proof your business and is optimised for technicians that are or will be working on electric vehicles, but it can be used on any vehicle or equipment. As with all kits, the accessories can be used with other kits, and vice versa. The kit is supported by a new set of Guided Tests. The key elements of the kit are three high-current clamps, a 2-pole voltage tester, a PC-linked insulation tester, and a high-voltage differential probe.





Vehicle Assessor Kit Order Code: PQ222

This kit is designed for those who carry out assessment on expensive classic cars for insurance purposes. The main concern in these cases is the state of the engine. As this can be very difficult to confirm through inspection or other invasive methods, we have configured this kit, which includes the WPS500X pressure transducer and full support for PicoDiagnostics. This is also a great kit for those wanting the PicoScope 4425A scope and the WPS500X for their already extensive kit.

8-channel Professional Kit Order Code: PQ184

For experienced oscilloscope users involved in training, vehicle design and complex diagnostics the 8-channel PicoScope 4823 may be a suitable choice. Rather than floating grounds, which require a ground connection per channel, the 4823 has common grounds which are protected by self-resetting fuses. This means that you do not need one ground per channel, which can be a real time saver when connecting up lots of channels. The common-ground design limits the maximum input range of the 4823 to 50 V (protected to 100 V) so attenuators will be required when measuring voltage signals from inductive components such as injectors and primary ignition.



Pressure testing kits

WPS500X Pressure Transducer Kit

Order Code: PP939

The ultimate accessory to all of our PicoScope kits. View your vehicle's engine and vital components, alongside the electrical signals, for a truly unrivalled diagnostic view.

The kit comes supplied with a standard compression hose and adaptors to fit the most common spark plug apertures as well as adaptors for vacuum and exhaust pipe pressure testing.



WPS500X Maxi Kit

Order Code: PQ038

Our WPS500X Maxi kit allows you to purchase the WPS500X Automotive Pressure Transducer together with our full set of hoses and adaptors. Additional spark plug adaptors, T-pieces for in-line pressure measurement and adaptors for common aftermarket accessory kits. This gives you the possibility to connect to a variety of components.



PicoScope 4425A Engine and Hydraulics Kit in case

Order Code: PQ195

The Pico Engine and Hydraulics kit combines our Diesel diagnostics kit with two WPS600C Hydraulic pressure transducers, enabling you to accurately and quickly diagnose faults on many different types of mobile machinery. PicoScope has already been chosen by dozens of vehicle and equipment manufacturers because of its unique combination of value, reliability, performance and guidance.



NVH kits

NVH Starter Diagnostics Kit

Order Code: PQ126

The Starter NVH Kit will allow you to measure vibrations on 3 axes, (X, Y and Z).

- 1 x 3-output NVH Interface
- 1 x MEMS Accelerometer
- 1 x Mounting magnet for accelerometer
- 1 x Microphone
- 1 x Sensor Extension cable
- 1 x Insulated 0.5 m BNC to BNC cable



NVH Standard Diagnostics Kit

Order Code: PQ129

The Standard NVH Kit gives you the option to also measure vibration or sound on a single axis at an additional location on the vehicle.

- 2 x 3-output NVH Interface
- 2 x MEMS Accelerometer
- 2 x Mounting magnet for accelerometer
- 2 x Microphone
- 2 x Sensor Extension cable
- 2 x Insulated 0.5 m BNC to BNC cable



NVH Advanced Diagnostics Kit

Order Code: PQ120

The Advanced Kit gives you the option to measure vibration or sound at four different locations on the vehicle.

- 4 x 3-output NVH Interface
- 4 x MEMS Accelerometer
- 4 x Mounting magnet for accelerometer
- 4 x Microphone
- 4 x Sensor Extension cable
- 4 x Insulated 0.5 m BNC to BNC cable



PicoBNC+ accessories

PicoBNC+ Accessories

Accessories fitted with the new PicoBNC+ connector for connection to PicoScope 4x25A oscilloscopes. All PicoBNC+ accessories will be powered by the scope and will be recognized and configured by the software upon connection.

Current clamps

Pico's range of current clamps is a group of accessories that suits multiple applications. They can be used to confirm that a component under test is connected to a complete circuit and, more importantly, that an event took place. The event may be the operation of any component that consumes current, such as solenoids, injectors, motors, actuators, pumps, volume or pressure control valves, and relays. All this information can be obtained by simply placing a component cable in the jaws of a current clamp. As current flows through the cable, it creates a magnetic field. The clamp senses this field and converts it to voltage. This voltage is then relayed to PicoScope via a single connection, where it is converted and displayed to the technician as current.

60 A

Order Code: TA496



The TA496 is a 60 A current clamp fitted with a PicoBNC+ interface. The clamp can be auto-configured by PicoScope software when connected to the scope. Ranging is carried out automatically with no user switching required. The clamp is powered via the scope and therefore does not require any batteries. Additionally, the clamp is auto-zeroed whenever it is connected to the scope. This is a very compact clamp that has been designed to fit into places which may be inaccessible to other clamps.

2000 A

Order Code: TA167



The TA167 has a specification to match our popular TA388 200A/2000A clamp but fitted with a PicoBNC+ interface. The clamp can be auto-configured by PicoScope software when connected to the scope. Ranging is carried out automatically with no user switching required. The clamp is powered via the scope and therefore does not require any batteries. Additionally, the clamp is auto-zeroed whenever connected to the scope.

Ignition

COP and signal probe

Order Code: TA398



The TA398 COP and signal probe from Pico Technology is the easiest and fastest non-intrusive way to check coil-on-plug ignition coils and spark plugs.

- Find misfires fast
- Displays scope patterns of the secondary, faster than scoping the primary
- Can also be used to investigate injectors and other inductive actuators
- Flexible design allows for easier access to hard-to-reach components
- No batteries required

Secondary ignition pickup

Order Code: TA397



Due to the high voltages involved in secondary ignition systems, it is not possible to make measurements by direct connection. Attempting to make a direct connection will almost certainly damage the measuring instrument.

The TA397 is a capacitive pickup that simply connects around the insulation of an ignition circuit component such as a plug wire. This avoids the need for direct connection.

The TA397 comes with a shielded 1.8 m (6 foot) lead. It is suitable for use with conventional ignition systems and most HEI and DIS systems.

Test leads

10:1 scope probe & adaptor

Order Code: TA499



This is the equivalent of the existing BNC Passive oscilloscope probe together with the TA197 10:1 attenuator. The 10:1 scope probe & adaptor has a fixed x10 attenuation and is intended for both high-speed signals like CAN and FlexRay and for higher voltage signals, such as primary ignition. The length of the earth lead has been increased and it is also supplied with an adaptor tip that makes the probe compatible with any 4 mm clip.

Temperature probe

Order Code: TA395



The Temperature probe is a linear temperature lead measuring in the range -40°C to 125°C suitable to cover all common automotive and off-highway applications. The temperature sensor is enclosed in a 5 mm stainless steel housing to provide contact and airflow measurements.

Test leads 3 m

Order Code: TA404-TA407

Test leads 5 m

Order Code: TA475-TA478



These are direct equivalents of the BNC Premium Test leads.

ConnectDetect™ works the same, regardless of connector type. The leads are color-coded so that the color of the lead in the engine bay matches the color of the PicoScope channel – never again will you waste your time wondering which lead is which.

Our PicoBNC+ test leads are fully screened to minimize noise pickup so you can have complete confidence in the signal that you are measuring.

Electric and hybrid

Resistance lead

Order Code: TA432



This is a brand new lead which offers dynamic measurement of resistance, a feature we use in our EV guided tests. The Resistance lead offers a diode test function in addition to the resistance measurements.

The lead contains an active current source and is intended to be used only on unpowered components and wires.

BNC accessories

Here is an overview of some of our BNC accessories: what they are, what they do, and how they can enhance your diagnostic capabilities.

For our full range of accessories, and current pricing, please visit: www.picoauto.com/products

Current clamps

60 A / 20 A

Order Code: TA018

2000 A / 200 A

Order Code: TA167

30 A

Order Code: TA234



A Pico current clamp is an important addition to our starter kits, opening up current measurements of components and systems.

From fuel pumps and injectors to ignition coils, being able to see the current provides a valuable insight into correct and faulty behaviour. Add extra clamps to your kit to capture multiple injectors at the same time.

Premium test leads 5 m

Order Code: PP941

Keyless entry carrier signal detector

Order Code: TA330

Ultrasonic parking sensor detector

Order Code: TA329



Our premium leads are color-coded so that the color of the lead in the engine bay matches the color of the on-screen waveform in PicoScope Automotive – never again will you waste your time wondering which lead is which.

The TA330 is a detector a technician can use to detect the presence of the keyless entry carrier frequency in the range 125 to 140 kHz (as used by most manufacturers).

This 2-meter long lead with a detector will make the technician able to prove the correct operation of each of the ultrasonic parking sensors in turn.

10:1 Attenuator

Order Code: TA197



With high bandwidth and fault-protection, the 10:1 attenuator has been designed to allow fuel injector and primary ignition waveforms to be measured using PicoScope oscilloscopes.

Coil-On-Plug and Signal probe

Order Code: PP357



Add to Starter kits to pick up secondary ignition waveforms from most coil-on-plug or coil-per-cylinder systems.

Secondary ignition pickup (capacitive with BNC)

Order Code: MI074



The MI074 is a capacitive pickup that connects around the insulation of an ignition circuit component (such as a plug wire), avoiding the need for direct connection. Use our MI074 in conjunction with our HT extension leads to read Multi COP signals.

General accessories

Back-pinning probes

Order Code: TA008



The back-pinning probes slip down the side of the insulation on the back of multi-plug terminals, allowing you to pick up signals without stripping wires or disconnecting plugs. With spare pins and screws included, these are a must have for any diagnostic technician.

Fuse extension leads kit

Order Code: PP967



Do you find it hard to break into particular vehicle circuits? With Pico's fuse extension leads, you can easily extend the fuse connection to allow space for a current clamp and measure the current draw for the circuit. Set includes ATC, mini-ATC, JCASE, and Maxi style fuse extensions.

CAN test box

Order Code: TA069



Our CAN test box allows connection between your PicoScope and a vehicle's 16-pin OBD port. We recommend this method for obtaining your vehicle's CAN signals (see Guided Test AT126). The CAN Test Box terminals accept standard 4 mm plugs.

HT Extension lead (set of 4 leads)

Order Code: PP400



This set of breakout leads is ideal for Multi COP packs. Simply fit one lead between each coil pack and plug, place an MI074 secondary ignition pickup on each lead, and your scope will show accurate ignition waveforms with correct kV measurements.

700 V Differential probe

Order Code: TA041



Add our 700 V differential probe to any kit and it allows the measurement of much higher voltages, which is ideal for hybrid and electric vehicles. This probe has a bandwidth of 25 +MHz, with differential voltage ranges of 700 V, and is CAT III rated.

1400 V Differential probe

Order Code: TA057



Add our 1400 V differential probe to any kit and it allows the measurement of much higher voltages, which is ideal for hybrid and electric vehicles. This probe has a bandwidth of 25 MHz, with differential voltage ranges of 1400 V, and is CAT III rated.

2-Channel Probe and Clip set

Order Code: PQ159



Containing all the commonly used Pico automotive test probes in both red and black, this kit contains multimeter test probes, small crocodile clips, shrouded to unshrouded adaptors, battery clips, and flexible back-pinning probes.

Connector breakout lead kit B

Order Code: PQ030



This range of common breakout leads makes component connections easy. They are the preferred method of connection for vehicle manufacturers and professional diagnostic experts, as their design allows for access to individual wires.

Premium 6-way breakout lead kit

Order Code: TA324



Our Premium 6-way breakout lead kit contains 11 sets with 6 different sized universal breakout leads and one set with 6 back-pinning probes.

Pressure testing accessories

You can further enhance your WPS500X kit with our range of accessories that will substantially increase the possible uses and available tests for your pressure transducer.

Glow plug adaptor kit

Order code: TA323



Add diesel compression testing to your list of uses with this glow plug adaptor kit. It contains 15 different glow plug adaptors and the adaptor that connects them to our standard universal compression hose. This covers the majority of commonly used glow plug styles in modern diesel engines.

Sight block kit

Order code: PQ071



Add low-pressure fuel testing to your list of uses. This kit contains the Sight Block, a stop valve for testing of negative pressure fuel pumps under load, and three sets of hose barbs that connect to different size fuel hoses.

WPS500X Adaptor Kit A

Order Code: PP970



WPS500X Adaptor Kit B

Order Code: TA250



WPS500X Large hose adaptor

Order Code: TA166



Pico range of pressure taps

Vacuum tap

Order Code: PP972



Fuel hose pressure tap (small)

Order Code: PP973



Fuel hose pressure tap (medium)

Order Code: PP974



NVH accessories

Starter to Standard Upgrade Kit

Order Code: PS133

This NVH upgrade kit has been made available for those NVH customers who own the NVH Starter Kit, and wish to upgrade to the Standard Kit. The upgrade kit consists of:

- 1 x 3-output NVH Interface
- 1 x MEMS Accelerometer
- 1 x Mounting magnet for accelerometer
- 1 x Microphone
- 1 x Sensor Extension cable
- 1 x Insulated 0.5 m BNC to BNC cable



Optical sensor kit

Order Code: PP991

Add our Optical Sensor kit so that you can also use the tool for the balancing of propshafts (drive shafts). The simple user interface lets you easily identify and correct an imbalance in a quick and consistent manner.

Mongoose J2534 Lead

The Mongoose Pro high performance J2534 OBD interface lead is ideally suited to work alongside the PicoDiagnostics NVH hardware. You can select this as an add-on to the NVH kits when you purchase it. This lead connects your laptop to the ECU in the vehicle through the OBD-II diagnostic connector. This type of connection is ideally suited to obtain VIN, engine and road speed information.



PicoScope storage solutions

Introducing Pico Technology's range of storage solutions for your PicoScope kits and accessories. Available individually to store your existing kit, or packaged with your newly purchased kit to create your own PicoScope diagnostic workstation.

Pico Technology's range of foam trays has been designed to be compatible with many toolbox providers so you can store your valuable PicoScope and accessories in a toolbox of your choosing.

We also offer a cable storage boom, with slots for three current clamps and up to nine cables allowing you to store your PicoScope and all your commonly used leads conveniently while allowing for quick access. This means that you can have your PicoScope kit ready for use when you need it.

You can buy empty trays to store your existing Pico Technology products or buy a range of pre-filled trays to extend your own kit's testing capabilities.

The foam trays come in two sizes: 185 mm (W) x 390 mm (D) and 370 mm (W) x 390 mm (D) depending on function. Both sizes include a removable 20 mm strip so they can fit in 370 mm deep drawers.

To view our entire range of kits, accessories and storage solutions, please visit our website: www.picoauto.com



The next step

We've created a 5 step training program to guide those new to PicoScope along their journey of scope diagnostics, from the very beginning. As you progress through the training program, you will learn PicoScope from our basic tests through to our more advanced tests and accessories. The Steps are designed to progress your learning at a steady rate, teaching PicoScope from the ground up.

Completing our 5 Steps to Success training program will give you the confidence to master your PicoScope, and diagnostic skills.

For more information on the steps training program and how to find a training course, please speak with your local representative.



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