Introduction

Congratulations on choosing the OmiAce interface unit. The OmiAce has been specifically designed to diagnose and identify most problems associated with vehicle air conditioning (A/C) systems.

NOTE: When carrying out diagnostic procedures, always adhere to the Safety Precautions given in the Operating Instructions.

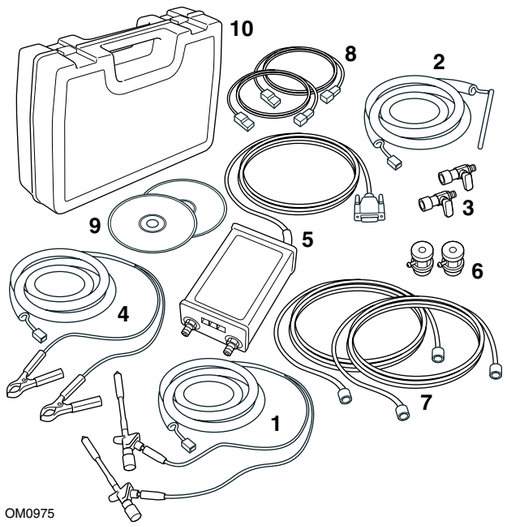
Connect OmiAce to the vehicle and an OmiScan. With the engine running and A/C switched on, OmiAce will perform a number of diagnostic checks. The results will be displayed on the OmiScan screen and can be printed out using the OmiScan thermal printer.

This Quick Start Guide outlines the components, and how to connect and use OmiAce. For further information, refer to the Operating Instructions on the enclosed CD ROM.

NOTE: This Quick Start Guide contains information on using OmiAce and the OmiScan together to diagnose air conditioning faults.

If you wish to use the FastCheck Climate application to retrieve and/or clear fault codes, use OmiScan as a stand alone hand-held tester connected directly to the vehicle's J1962 connector using the 25-Way 'D' Type cable

Overview



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The kit includes:

1. Insulation piercing test clip and cable - x 2 - Fixed orifice tube systems.
2. Temperature probe and cable.
3. Pressure couplings x 2 - R12.
4. Battery power cable.
5. OmiAce.
6. Pressure couplings x 2 - R134A.
7. Capillary hose lines x 2.
8. Jump leads - pressure switch.
9. CD ROM's
   - Operating Instructions.
   - Software application.
10. Carry case.

Using OmiAce

Connection to the vehicle

If the equipment is being used for the first time, it may need to be set up correctly before use. Refer to the Operating Instructions.

NOTE: Prior to testing an A/C system which uses a different type of refrigerant to the system tested previously, it is essential to remove all traces of refrigerant from the OmiAce and the capillary hoses, see 'Operating Instructions'.

1. Attach the two capillary hoses to the red and blue unions on the OmiAce.
2. Using the correct pressure couplings (R12 or R134A), connect the capillary hoses to the respective service points on the vehicle's A/C system:
   - BLUE connection on OmiAce to the low pressure service point (small connection).
   - RED connection on OmiAce to the high pressure service point (large connection).
3. Insert the temperature probe in the fascia centre vent and connect the other end of the lead to the connection on OmiAce.
4. ***Fixed Orifice Tube systems only***: Noting the position of the wire colours in relation to the switch pins, disconnect the multiplug from the low pressure switch (usually found on or close to the accumulator). Connect the jump leads between the multiplug and the terminals of the switch, ensuring that each pin on the pressure switch is connected to its mating socket in the multiplug. Attach a wire piercing connector to each jump lead. Connect the other end of the lead to the connection on OmiAce.

   WARNING: Ensure that all cables are retained in place and are clear of rotating components.
5. Connect the OmiAce lead to an OmiScan.
6. Connect the battery power lead to the connection on OmiAce. Connect the red clip to a convenient 12 volt supply and the black clip to ground.

Diagnostic procedure

1. Connect OmiAce to the hand-held tester and the vehicle, see “Connection to the vehicle” .
2. The OmiScan Main Menu will appear. Select ‘A/C OmiAce’ to enter the OmiAce air conditioning function.
3. Select ‘System Test’ and the hardware information will be displayed for one second
4. If ‘No testbox detected Check cables’ appears, re-check the connections.
5. Select ‘A/C Diagnostics’, the display will prompt for system type and refrigerant type. Accept the ambient temperature displayed or enter the temperature from an independent thermometer.
6. Start the engine and run the A/C system for approx. 10 minutes to stabilise the system temperatures. Ensure the temperature in the vehicle has remained constant for 2 minutes before starting the procedure.
7. Turn both pressure couplings clockwise to ‘OPEN’ (R134A systems) or turn the taps ON (R12 systems).
8. Switch on the A/C, set the blower switch to maximum speed and set the temperature controls to the lowest setting. Run the engine at 1500 rev/min.
9. After several minutes, the unit will beep to indicate that the diagnosis is complete and the following will be displayed on the screen.
   - High pressure (HP)
   - Low pressure (LP)
   - Interior temperature (Ti)
   - Ambient temperature (Ta)
   - A/C clutch status ON or OFF
10. The results can be displayed on screen, printed or recorded in memory, see ‘Operating Instructions’. Up to three possible diagnoses will be displayed, together with a list of possible remedies.
11. Switch off the engine and turn both pressure couplings anti-clockwise to close (R134A systems) or turn the taps OFF (R12 systems). Check each diagnosis in the order shown.
12. After each diagnosis or repair, run the diagnostic procedure to check that the fault has been corrected.
13. When all faults are repaired, switch off the engine and turn both pressure couplings anti-clockwise to close (R134A systems) or turn the taps OFF (R12 systems).
14. Disconnect and remove all hoses and cables and store in the carry case.

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