



## In this issue:

In this second news bulletin we bring you an overview of DENSO Diesel Diagnostics, as useful background information to our latest film on [click here](#).



Following up on the introduction to the new DENSO-C diagnostic tool in our December newsletter, we will be issuing some additional technical news bulletins in the coming weeks to provide further technical insight into DENSO Diesel systems – and the need for, and use of, diagnostics.

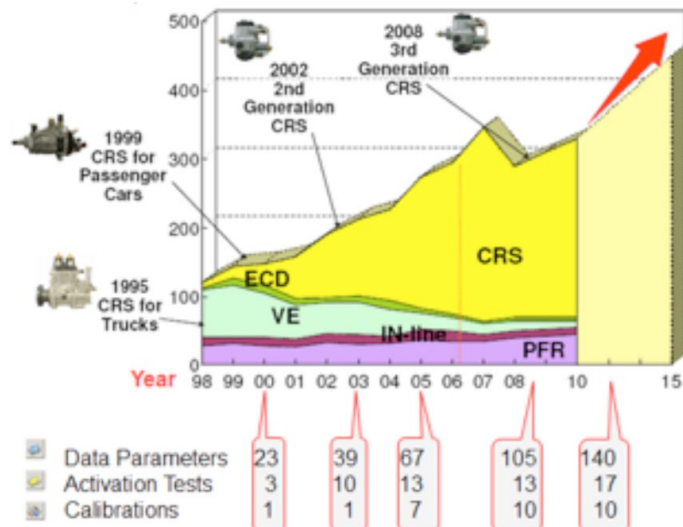
### DENSO Product Portfolio

In addition to the current DENSO product portfolio of replacement automotive parts we will also be offering aftermarket customers replacement diesel components, in the form of a wide range of DENSO Diesel Pumps and Injectors.

DENSO's priority is to provide the full depth of technical support for its systems throughout the complete car life cycle. DENSO Diagnostic Services are offered to OEM car dealers, to the aftermarket through a network of selected Diagnostic Specialists and to independent workshops.

### 3rd Generation DENSO Diagnostics

The reason that DENSO has developed this 3rd generation diagnostic tool is that we have found that the several diagnostic tools, as offered via other suppliers, are supporting the DENSO Diesel system - however the majority of functions that are needed to service, diagnose and repair are lacking. Since we could not find any diagnostic tool available via other suppliers covering more than half of the required functions, we have now made the DENSO-C available.



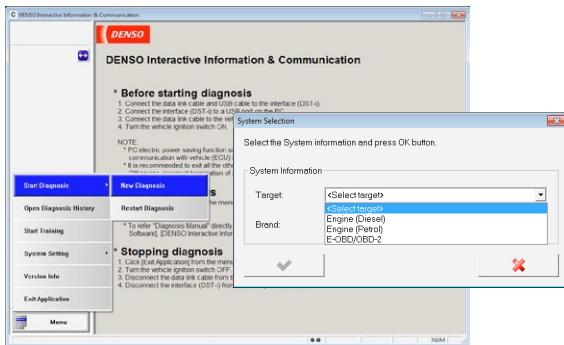
### DENSO See

The official name of DENSO's latest diagnostic system is 'DENSO Interactive Information & Communication'. After the DST-1 and the DST-PC this is the 3rd generation diagnostic tool that will offer mechanics to 'see' ('C') into the DENSO Diesel ECU. Therefore the nickname 'DENSO-C' was selected.

The tool includes a briefcase containing the software on DVD, installation manual, a communication interface, a USB dongle and communication cables with OBD connector.

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The DENSO-C enables mechanics to service most common rail DENSO diesel applications (including pumps and injectors), European On-Board Diagnostics (E-OBDD) and some petrol applications.

The DENSO Diagnostic Tester can communicate with multiple ECUs (Electronic Control Units); both serial as well as via the latest CAN-bus protocols. Supplied with a library of interactive digital workshop manuals, the software is continuously updated to include more and more applications.



### Did you know...?

- When replacing an injector, marked with a compensation code, IT IS NECESSARY TO REGISTER THE ID CODE printed on the upper part of the injector with a genuine OEM - or DENSO diagnostic tool.
- When replacing a fuel pump, it is necessary to consult with a genuine OEM - or DENSO diagnostic tool, if IT IS NECESSARY TO RESET THE FUEL PUMP LEARNING VALUE.



In each aftermarket injector and pump box from DENSO we will always include this caution, as a reminder to the mechanic to reset the fuel pump learning value, and to register the ID code.

### Functions

With high-tech features such as automatic vehicle detection, data recording and trouble-shooting guidance, DENSO's existing, PC-based diagnostic platform offers a range of functions and information needed for advanced trouble shooting.

Here is a brief selection of the available functions:

**Read & clear diagnostic trouble codes**

[< click here](#)

**Read & clear freeze frame**

[< click here](#)

**Live data monitor**

[< click here](#)

Test Active Components. For example:

**Injector cut off tests**

[< click here](#)

**EGR Valve tests**

[< click here](#)

**Glow time relay tests**

[< click here](#)

**Fuel leakage tests**

[< click here](#)

**Electronic throttle control tests**

[< click here](#)

**O2 Sensor connection check**

[< click here](#)

**Idle speed control**

[< click here](#)

**A/C relay tests**

[< click here](#)

**Control the Electric Cooling Fan**

[< click here](#)

**Generator Alternator voltage**

[< click here](#)

Calibrate new components on the vehicle. For example:

**Injector compensation**

[< click here](#)

**Injection amount correction**

[< click here](#)

**Fuel Pump learning**

[< click here](#)

**Rail pressure sensor learning**

[< click here](#)

**Throttle system reset**

[< click here](#)

**MAF Sensor learning reset**

[< click here](#)

**O2 Sensor learning reset**

[< click here](#)

**Crank time compensation reset**

[< click here](#)

**Diagnosis & repair manual**

[< click here](#)

### In the next issue:

In the next news bulletin we will look in depth at the DENSO Diesel-specific system factors you need to be aware of whilst working on, and diagnosing, a DENSO Diesel common rail system.

Aspects that will be reviewed are:

- Fuel pump learning
- Small injection quantity learning
- Injector compensation programming (QR coding)
- And more....

### Go online!

Over the coming weeks we will upload new videos on the DENSO Diagnostic YouTube channel to support these news bulletins. Why not take a look? To check out our films and subscribe to our channel, [click here](#). **Thank you for watching!**

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