

No. 3573

Sensor Simulator Tester with VOM/digital display (SST III™)

OTC's SST III™ includes a built-in VOM with digital display to measure any voltage, resistance or frequency output from all sensors, cutting costly steps in the process of fixing problems diagnosed in a modern automobile's on-board computer system. It helps technicians beat book-time, increasing their earnings, while reducing sensor inventory costs by troubleshooting all sensor-related problems, without ever removing a sensor from the vehicle. Single tool will simulate sensors, measure sensor output, and test new anti-skid braking systems.

- Industry's most complete hand-held diagnostic tester for sensors, wiring, connectors, and on-board computers.
- Digital display shows actual output of signals, variable frequency 0 to 4000 Hz, variable voltage 0 to 16 volts, variable resistance 75 to 200K.
- Measures any voltage (AC or DC from 0 to 75 volts), resistance (200 K ohms) or frequency output (0 to 20,000 Hz).
- Features AC voltage output to simulate vehicle speed sensors (VSS), Cam, Crank, and ignition reluctors.
- Simulates actual working conditions of any sensor without having to remove it from the vehicle—A.B.S., Crank, Cam, Coolant, Oxygen, MAP, MAF, MAT, VSS, etc.
- Works independently or with any scan tool.
- Eliminates unnecessary replacement of non-defective sensors.
- Built-in continuity sounds beeper and provides continuous graphic display, so technician can check for intermittent wiring problems.
- Drives computer into "open or closed loop."
- Used on any domestic or import vehicle.

Completely portable, SST III's self-contained standard AA batteries makes it easy to do road tests. Protected from accidental high voltage discharges. Covered by three-year warranty.

No. 3573 – Sensor Simulator Tester with VOM/digital display (SST III™).
Wt., 3 lbs., 13 oz.

No. 3572

Sensor Simulator Tester with digital display (DSS™)

OTC's hand-held DSS™ with digital display makes it easier to pinpoint service problems diagnosed in a modern automobile's on-board computer system, saving book time and reducing capital tied up in sensor inventory. DSS™ picks up a service problem where the on-board computer's diagnosis ends. Sensors tell the on-board computer something is wrong. DSS™ lets the technician determine if the faulty operation is a faulty sensor, a defect in the wiring, or a problem in the computer itself. Provides complete inventory of sensors in one convenient box.

- Industry's first and only hand-held sensor simulator tester with digital display, variable frequency to 4000 Hz, variable voltage to 16-volts, variable resistance to 200K.
- Digital display shows actual input of signals.
- Exercise the limits of a sensor under any condition without having to remove it from vehicle.
- Works independently or with any scan tool or V.O.M. ever made.
- Eliminates need to replace non-defective sensors.
- Built-in continuity sounds beeper and provides continuous graphic display, so technician can check for intermittent wiring problems.
- Will drive computer into "open or closed loop."
- Simulates all sensors—A.B.S., Crank, Cam, Coolant, Oxygen, MAP, MAF, MAT, VSS, etc.

Completely portable, DSS's self-contained standard AA battery makes it easy to do road tests. Protected from accidental high voltage discharges. Comes with blow-molded carrying case, sensor connector probe, sensor cable clip (no need to use wire-piercing clips), ground clip, operator's manual, and a three-year warranty.

No. 3572 – Sensor Simulator Tester with digital display (DSS™). Wt., 3 lbs., 12 oz.

No. 3571

Sensor Simulator Tester with VOM Jack (SST-X™)

OTC's hand-held SST-X™ connects to any digital voltmeter, making it easier to pinpoint service problems diagnosed in a modern automobile's on-board computer system, saving book time and reducing capital tied up in sensor inventory. SST-X™ picks up a service problem where the on-board computer's diagnosis ends. SST-X™ lets the technician determine if the faulty operation is a faulty sensor, a defect in the wiring, or a problem in the computer itself. Provides complete inventory of sensors in one convenient box.

- Industry's first and only hand-held sensor simulator tester with built-in jack and adapter that connects to any digital voltmeter or to a large oscilloscope with VOM capability.
- Enables the technician to monitor voltage while pin-pointing service problems in on-board computer system.
- Exercise the limits of a sensor under any condition without having to remove it from vehicle.
- Works independently or with any scan tool.
- Eliminates need to replace non-defective sensors.
- Detects short circuits with built-in continuity tester that beeps and lights an LED.
- Drives computer into "open or closed loop."
- Simulates all sensors—A.B.S., Crank, Cam, Coolant, Oxygen, MAP, MAF, MAT, VSS, etc.

Completely portable, SST-X's self-contained standard 9-volt battery makes it easy to do road tests. Protected from accidental high voltage discharges. Comes with blow-molded carrying case, sensor connector probe, sensor cable clip (no need to use wire-piercing clips), ground clip, operator's manual, and a three-year warranty.

No. 3571 – Sensor Simulator Tester with VOM jack (SST X™). Wt., 2 lbs., 13 oz.

No. 3570



Sensor Simulator Tester (SST™)

On-board computer testers read trouble codes and pick up information from the car's engine computer. Sensors in the engine provide this information to the computer, and to pinpoint a service problem you need to read the sensor. The SST™—Sensor Simulator Tester—picks up a service problem where the on-board computer's diagnosis ends. Sensors tell the on-board computer something is wrong. SST™ lets the technician decide if the faulty operation is actually the sensor itself or a wiring problem.

- Determine if a sensor is working.
- Exercise the limits of a sensor circuit by simulation without having to achieve the real condition of the engine.
- Detect short circuits with built-in continuity tester that beeps and lights an LED.
- Verify correct sensor operation the quick and simple way.
- Simulate these important sensors in all modern automobiles:
 - Oxygen (rich and lean)
 - Knock
 - Mass air flow
 - Manifold air pressure
 - Barometric pressure
 - Variable resistance type, like coolant or manifold air temperature sensors (150 to 90,000 ohms)
 - Three-wire type, like a throttle position sensor (0 to 5 volts)

Completely portable, SST™ uses a self-contained standard 9-volt battery. Protected from accidental high voltage discharges. SST™ comes with a sensor connector probe, sensor cable clip, ground clip, durable carrying case, operator's manual, and a three-year warranty.

No. 3570 – Sensor Simulator Tester (SST™). Wt., 2 lbs., 11 oz.

No. 3575



Ignition System Simulator (ISS™)

OTC's new Ignition Systems Simulator (ISS™) fills a service gap created when the automotive industry started using new complex cam and synchronized crank signals to drive ignition and fuel injection systems. ISS™ is the first and only tool to provide complete diagnostic troubleshooting capability for modern ignition and fuel injection systems. ISS™ tests ignition module, coil pack, cam or crank sensors on all standard, electronic, or distributorless (DIS) ignition systems on American cars and trucks. It also operates on sequential fuel injector systems using complex cam or crank signals for fuel injection timing. ISS™ can isolate the cause of a no-spark condition without removing the ignition module. It eliminates costly steps in the diagnosis of a no-spark condition.

- The only tool to generate the synchronized cam and crank signals that drive all of today's complex ignition and fuel injection systems.
- RPM adjustment for testing under crank, idle, or cruise conditions, making it possible to simulate "load" conditions.
- ISS automatically selects proper sensor type, either Hall Effect or Magnetic.
- Removable plug-in software module gives the technician the ability to simulate the actual working conditions of all ignition and fuel-injection systems on General Motors, Ford, Chrysler, Asian and European cars and trucks.



No. 3575 – Ignition System Simulator (ISS™). Includes only GM software. Wt., 3 lbs., 8 oz.

No. 3575-01 – GM software. Wt., 14 oz.

No. 3575-02 – Ford software. Wt., 14 oz.

No. 3575-03 – Chrysler software. Wt., 14 oz.

No. 3575-04 – Asian software. Wt., 14 oz.

No. 3575-05 – European software. Wt., 14 oz.

No. 3574



Digital Sensor Simulator with Duty Cycle (DDSS™)

Includes a built-in digital multimeter to measure voltage, resistance, or frequency output from all sensors, in a modern diesel truck, engine or transmission on-board computer system. Single tool will simulate sensors, measure sensor output, and test new anti-skid braking systems. Sensors tell the on-board computer something is wrong. DDSS™ lets the technician determine if the faulty operation is a faulty sensor, a defect in the wiring, or a problem in the computer itself. Then it measures voltage, resistance, and frequency or duty cycle output from any sensor. Provides complete inventory of sensors in one convenient box.

- Digital display shows actual output of signals: variable frequency 20 to 4000Hz, variable voltage 0 to 16 volts, variable resistance 75 to 200K, and variable duty cycle (15% to 85%).
- Features variable duty cycle output to simulate throttle position sensors; measures any digital pulse wave form duty cycle (0 to 100%).
- Measures any voltage (AC or DC from 0 to 75 volts), resistance (to 200K ohms) or frequency output (0 to 20000 Hz) or duty cycle (0 to 100%).
- Features AC voltage output to simulate engine or vehicle speed sensors (VSS), position or synchro sensors.
- Simulates actual working conditions of any sensor without having to remove it from the system — A.B.S., Oil, Coolant, Pressure, Temperature, TPS, VSS, etc.
- Most complete hand-held diagnostic tester for heavy-duty diesel truck sensors, wiring, connectors, and on-board computers.
- Works independently or with any scan tool.
- Eliminates unnecessary replacement of non-defective sensors.
- Built-in continuity sounds beeper, provides continuous graphic display, so technician can check for intermittent wiring problems.
- Works independently or with any scan tool.
- Drives computer into "open or closed loop."

No. 3574 – Digital Sensor Simulator with Duty Cycle (DDSS™). Wt., 3 lbs., 12 oz.