

**IN THE UNITED STATES DISTRICT COURT  
FOR THE SOUTHERN DISTRICT OF TEXAS  
HOUSTON DIVISION**

**Repairify, Inc., d/b/a asTech,**

***Plaintiff,***

**v.**

**AirPro Diagnostics LLC,**

***Defendant.***

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**CIVIL ACTION NO. 4:19-CV-1370**

**PLAINTIFF REPAIRIFY, INC.’S APPLICATION FOR PRELIMINARY INJUNCTION**

Plaintiff Repairify, Inc., d/b/a asTech (“asTech”), submits this Application for Preliminary Injunction (the “Motion”) against Defendant AirPro Diagnostics LLC (“AirPro” or “Defendant”).

**I. NATURE OF THE ACTION**

1. asTech offers remote scanning of automobile computer modules to auto repair shops and service centers nationwide. asTech employs a unique technology and methodology that offers substantial advantages over competing aftermarket products. After investing millions of dollars in testing and development, in mid-2016, asTech launched a redesigned and recreated version of its remote diagnostic device (hereinafter the “asTech Device”), that offers superior reliability and results. asTech prides itself on conveying complete, honest, and accurate information to customers in its sales and marketing of the improved asTech Device. As a result of both its improved asTech Device and its focus on honest and fair communication with customers, asTech has rapidly become a market leader in the automotive repair industry.

2. AirPro is a competing company that was formed by two former asTech employees after they drove asTech’s predecessor into bankruptcy. Rather than compete fairly in the marketplace on the merits, AirPro has sought to undermine asTech’s business relationships and credibility in the industry by disseminating false and misleading comparative advertisements about

asTech's products and services. AirPro has disseminated its false and misleading representations both on its website and through a targeted misinformation campaign of communications sent directly to customers and original equipment manufacturers ("OEMs").

3. AirPro devotes an entire section of its website to a series of false and misleading representations about asTech's products, asTech's business practices, and comparisons between AirPro and asTech. In addition to unfairly maligning asTech, AirPro has also fundamentally misrepresented its own capabilities to asTech's customers, potential customers, OEMs, and other industry members.

4. asTech has asked AirPro to stop making false representations in its advertising, so that the two companies can compete fairly on the merits. However, AirPro has only escalated its misinformation campaign in response. Not content with merely publishing false information on its website, AirPro has now sent a letter directly to asTech's customers, OEMs, media outlets, and other industry participants attaching the false and misleading statements from its website and further unfairly maligning asTech's products and integrity.

5. AirPro's willful and unfair competitive practices have irreparably damaged asTech's business and caused unquantifiable damages. asTech had no choice but to file this civil action and seek preliminary and permanent injunctive relief to address AirPro's false advertising in violation of the Lanham Act, 15 U.S.C. § 1051 *et seq.*; business disparagement; intentional interference with asTech's prospective business relationships; and defamation.

## II. STAGE OF THE PROCEEDINGS

6. asTech filed its Complaint (the "Complaint" or "Compl.") against AirPro on April 15, 2019. *See* Compl. (ECF No. 1). AirPro was served via Certified Mail, Return Receipt Requested, by the Texas Secretary of State on April 25, 2019, and the Return Receipt was received on April 29, 2019. *See Exhibit 1*, Certificate of Service. The Court has not scheduled a trial date,

and no Rule 26(f) conference has occurred. The Rule 16 Scheduling Conference is set for 2 p.m. on August 23, 2019. *See* Order for Conference and Disclosure of Interested Parties (ECF No. 2).

### III. STATEMENT OF ISSUES AND STANDARD OF REVIEW

7. Whether a preliminary injunction should be issued prohibiting AirPro from publishing false or misleading comparative advertising regarding asTech and the asTech Device. The issuance of a preliminary injunction is reviewed for “abuse of discretion” as applied to the substantive requirements for an order of injunction. *Daniels Health Scis., LLC v. Vascular Health Scis., LLC*, 710 F.3d 579, 582 (5th Cir. 2013).

### IV. FACTUAL BACKGROUND

8. This Motion incorporates by reference the factual allegations contained in asTech’s Complaint in lieu of restating all of those facts in this Motion. For ease of reference, however, below are Paragraphs 35-50 of the Complaint, which contain the key facts that highlight AirPro’s false and misleading advertising campaign against asTech, the irreparable damage sustained by asTech, and the reasons why this Court should issue a preliminary injunction against AirPro.

9. Paragraphs 35-50 of the Complaint follow:

#### **C. AirPro’s False and Misleading Advertising Campaign**

35. Dating back to its founding, AirPro has targeted asTech through various misleading advertisements and acts of unfair competition. Most egregiously, AirPro has consistently misrepresented its access to and use of OEM software and scan tools. These tactics forced asTech to file suit against AirPro once before, in 2016. Eventually a settlement was reached in that lawsuit, and asTech continued to grow its business and succeed in the marketplace.

36. However, in recent months, AirPro has once again aggressively targeted asTech and adopted predatory tactics in its advertising and marketing.

37. For example, in late 2018, AirPro used the ASTECH trademark as part of a paid Google search result. Consequently, when a consumer searched for “asTech”, a paid advertisement appeared with the headline “Astech | The Hybrid All In One Tool | airprodiagnostics.com”, causing the paid search result to appear to be the asTech website, when the result instead went to the AirPro website. AirPro thus hoped to deceive asTech customers or potential customers into going to the AirPro website when they were searching for asTech. After receiving notice of the deceptive advertisement from asTech, Google removed AirPro’s paid advertisement that used the ASTECH trademark.

38. AirPro further escalated its activities in 2019. In or about January 2019, AirPro, in an effort to lure away asTech’s customers and damage asTech’s relationships with OEMs, began engaging in false and misleading advertisements that claimed to compare AirPro to asTech.

39. AirPro’s founders helped develop the First Gen asTech Device, but have no insider knowledge of the current asTech Device. However, the AirPro website includes misleading statements suggesting that AirPro does have insider knowledge of the current asTech Device, and thus is qualified to compare the asTech Device with AirPro. Specifically, on the current AirPro website, immediately preceding a false and misleading chart “comparing” asTech and AirPro, the following statement appears:

Many ask us “*What’s the difference between the AirPro & Astech?*” The founders of AirPro (Lonnie Margol & Chuck Olsen) were also the inventors and founders of the Astech device back in 2010. They were committed to address the shortcomings of the Astech aftermarket communications device by developing the AirPro OEM compliant scan-tool to meet the needs of body shops confronted with the continuously evolving technologies of today’s vehicles.

40. AirPro therefore presents its false and or misleading statements about the asTech Device as “facts” of which AirPro has inside knowledge. However, the current asTech Device is completely different from the First Gen asTech Device, a fact that was heavily publicized in the marketplace. Given their experience in the industry, AirPro’s executives know or reasonably should know that the asTech Device is very different from the First Gen asTech Device that they created. By referencing their knowledge of the First Gen asTech Device, and then making false and/or misleading representations about “asTech” generally, AirPro is purposefully misleading current and prospective customers.

41. After falsely suggesting that AirPro has insider knowledge of the asTech Device, the AirPro website proceeds to make numerous false and/or misleading representations regarding asTech (screenshots of which are attached hereto as Exhibit A), including, without limitation:

- a. The website claims that, unlike AirPro, asTech does not provide “Evergreen Warranty – Tool Replaced When Hardware Improvements are Made at No Cost” (Ex. A at pp. 2, 7, 13, & 16) despite the fact that asTech in fact does *not* charge customers for updates or to replace a faulty device;
- b. The website purports to list “Scan Results” that show that the asTech Device “missed an Airbag safety system code” and “missed code C1280 engine circuit malfunction” without explaining what factory tools were used (if any), what car was “tested,” what version of the asTech device was used for the test, or any other circumstances supporting AirPro’s claim that the asTech Device “missed” trouble codes. This purported “test” falsely suggests that the asTech Device misses codes, a claim that is not substantiated, and is contradicted by asTech’s own testing (*id.* at pp. 3–4, 14, & 18);

- c. The AirPro website states: “From the time of submission of a scan request, our technicians will remote into the AirPro attached to the vehicle within 10 minutes.” (*Id.* at pp. 2, 5, 13, & 15.) But, given the inconsistency in incoming service requests from repair shops and the variation by make and model, it would be mathematically impossible to have a technician always remote into the vehicle within 10 minutes;
- d. The AirPro website states: “Because of the fluctuations in internet connectivity, Astech [sic] is limited in its ability to remotely perform many ADAS calibrations.” (*id.* at pp. 7 & 15) and has a “limited” ability “to Program and Flash Modules In-house” (*id.* at p. 2.). This is literally false. asTech has the capability to perform ADAS calibrations and to program modules on vehicles listed in its coverage chart. asTech deliberately chooses not to perform ADAS calibrations remotely in situations where the shop technician has not been properly trained and the shop does not have the approved OEM targets and the physical space required to conduct the calibration procedure. Any attempt to do otherwise could result in a mis-calibration, which in turn could cause serious harm or even death to the vehicle owner following a repair;
- e. The AirPro website states: “The asTech device is NOT a scan-tool . . . Scan-tool functions and capabilities are reduced to less than their original design when converted and transmitted in this manner [i.e., using asTech’s method].” (*Id.* at p. 8.) This was an issue with the First Gen asTech Device marketed by Margol and Olsen. AirPro has no basis to make this claim with respect to the new asTech Device. asTech (along with many other online businesses) is able to address latency issues;



- f. The AirPro website includes the graphic labeled “Truth Campaign,” which purports to compare asTech and AirPro, and falsely states that AirPro has full OEM factory scanning capabilities because of the “OEM Scan Tool Software Applications resident directly on the AirPro Tool” (*id.* at pp. 10 & 12.) This too is literally false. Not all OEMs provide the ability to download OEM diagnostic software, and upon information and belief, these software applications are not all resident directly on the AirPro Device;
- g. The AirPro website comparison chart lists various asTech capabilities in red as “Unknown” (the same color used where a device supposedly does not have the capability), and then lists “Yes” for the same capabilities for AirPro in green (*id.* at p. 13), misleading consumers into thinking that the asTech Device does not offer the “Unknown” features, when in fact asTech has all of the listed capabilities.

42. AirPro’s false and/or misleading claims are not only damaging to asTech, but they recklessly endanger the consuming public, as they misrepresent the true capabilities and limitations of the AirPro device and the asTech Device.

43. On April 3, 2019, asTech sent a cease and desist letter to AirPro regarding its false and misleading statements on its website.

44. In response to the letter, AirPro again further escalated its targeting of asTech. Instead of making an attempt to resolve the dispute or modifying its false claims, AirPro sought to further damage asTech’s reputation and business relationships. AirPro responded by distributing PDF copies of the false representations on the AirPro website, along with asTech’s cease and desist letter and AirPro’s self-serving response, to untold dozens of AirPro and asTech customers, OEMs, and other industry participants, including media outlets. With this packet, AirPro included a cover letter (attached hereto as Exhibit B) that both doubled down on its original false claims and added new misstatements. That letter reads, in full:

Dear Industry Leader,

At AirPro Diagnostics we believe in the American values of honesty and fair play. We believe that the free market will choose the best products based on performance. Companies that stoop to besmirch their competitors using false and misleading information show poor judgement and frankly, we consider it un-American.

Astech and its staff have continued to distribute both verbally and in written format documents which negatively speak to AirPro Diagnostics abilities, our tool and services. Many of you have seen or heard of these false claims and have either informed us and/or forwarded the information to us. FAKE NEWS!

We have repeatedly offered, in writing, to perform an independently monitored side-by-side comparison between our tools, methods and services to which Astech has failed to respond.

Attached is a Cease and Desist document from asTech to AirPro along with our response and the reference comparison chart from our website's "Truth Campaign". We firmly stand by our statements on our website and in this formal response.

The industry must ask this simple question; why has AirPro been approved by OEMs that have not approved asTech? We all know asTech claims to utilize OEM scan tools in their service centers. What some OEM engineers have uncovered was that the methodology by which the asTech obtains and translates the OEM code for transferring back and forth across the internet, opens opportunities for failure due to delayed responses and/or dropped data packets.

This is a critical matter of passenger safety and reliable consistent services.

We stand by our offer and challenge to allow a disinterested third party to test our system and services against the astech system.

Know the Facts; Know the Truth!

Please contact us with any questions or comments you may have.

Sincerely,

**Chuck Olsen, on behalf of Team AirPro**

45. AirPro is correct that "[t]his is a critical matter of passenger safety and reliable consistent services." AirPro's accuracy ends there, however. It is AirPro, *not* asTech, who endangers these objectives through its insistence on making and publishing factually unsupportable claims.

46. Of particular note, it is misleading to assert "some OEM engineers have uncovered . . . that the methodology by which the asTech obtains and translates the OEM code for transferring back and forth across the internet, opens opportunities for failure due to delayed responses and/or dropped data packets." (Ex. B at p. 1.) asTech (like many other businesses that use the internet) is able to address the latency issues inherent in the internet and still provide consistent and reliable functionality.



47. Moreover, by essentially telling asTech's customers that asTech is a liar and implying that asTech endangers passenger safety, AirPro is irreparably harming asTech's reputation and its customer relationships. By continuing to publish such damaging statements, AirPro is highly likely to continue to cause asTech ongoing and irreparable harm. AirPro's false and misleading publications have already infected the automotive market. On information and belief, a number of OEMs have begun to question asTech's capabilities based on false representations made by AirPro.

48. In addition, asTech has received multiple inquiries from customers regarding AirPro's false statements. For example, on or about April 11, 2019, one of asTech's largest customers inquired about asTech's purported lack of approval by OEMs due to AirPro's false and misleading statements.

49. As a result of these inquiries and AirPro's false advertising, asTech has been forced to incur significant expense and spend a substantial amount of time and money attempting to correct the misimpressions created by AirPro's misleading statements.

50. At least four of asTech's customers have begun using the AirPro Device in lieu of the asTech Device in 2019, upon information and belief because they were enticed by AirPro's false statements regarding its capabilities compared to asTech's. Overall, asTech's analysis indicates that approximately 5% of asTech's lost accounts have gone to AirPro. The true customer loss is likely higher, as asTech customers may read AirPro's false and misleading statements and decide to switch to a different provider other than AirPro. In a recent survey, 25% of all of asTech's non-AirPro losses nationwide occurred in the State of Texas, which suggests a concerted effort by AirPro to disparage asTech in its home state of Texas.

## **V. ARGUMENT AND AUTHORITIES**

10. As demonstrated below, this Court should issue a preliminary injunction because asTech is substantially likely to succeed on the merits of its false advertising claim against AirPro. In addition, AirPro's misleading, confusing, and deceptive advertisements have irreparably injured, and will continue to cause irreparable injury to, asTech's goodwill in the automotive repair industry if this Court does not issue an injunction against AirPro. No adequate remedy at law can address the irreparable harm caused by AirPro. Because asTech seeks an injunction that only prohibits AirPro from making misleading, confusing, and deceptive advertisements, the ongoing irreparable injury to asTech (caused by AirPro) vastly exceeds any potential theoretical harm that would flow from the issuance of an injunction. Accordingly, the issuance of an injunction prohibiting AirPro from continuing to wage this campaign of falsehoods would serve the public interest.

### **A. Standard for Preliminary Injunction**

11. In the Fifth Circuit, a plaintiff must show the following elements to obtain injunctive relief:

- (i) A substantial likelihood of success on the merits;
- (ii) He or she faces substantial threat of imminent irreparable harm without the injunction;
- (iii) The threatened injury exceeded any harm that would flow from the injunction; and
- (iv) The injunction would not undermine the public interest.

*See Women's Med. Ctr. of Northwest Houston v. Bell*, 248 F.3d 411, 419 n. 15 (5th Cir. 2001). At the preliminary injunction stage, "the procedures in the district court are less formal, and the district court may rely on otherwise inadmissible evidence, including hearsay." *Sierra Club, Lone Star Chapter v. FDIC*, 992 F.2d 545, 551 (5th Cir. 1993). These factors must be balanced to

determine whether they collectively favor the issuance of an injunction. *DSC Commc'ns Corp. v. DGI Tech., Inc.*, 898 F. Supp. 1183, 1187 (N.D. Tex. 1995), *aff'd*, 81 F.3d 597 (5th Cir. 1996). The purpose of a preliminary injunction is to preserve the status quo and prevent irreparable injury to the parties. *Meis v. Sanitas Serv. Corp.*, 511 F.2d 755, 656 (5th Cir. 1975). Thus, a court may grant a preliminary injunction even though the outcome of the lawsuit itself is uncertain. *See, e.g., id.* The decision to grant or deny a preliminary injunction is left to the sound discretion of the district court. *Id.* (citing *Mississippi Power & Light Co. v. United Gas Pipe Line Co.*, 760 F.2d 618, 621 (5th Cir. 1985)).

**B. asTech Is Substantially Likely To Succeed on the Merits Because the Evidence Unambiguously Shows that AirPro Engaged in False Advertising.**

12. asTech is substantially likely to prevail on the merits of its false advertising claim because AirPro's comparative advertisements are unsubstantiated and untrue. An actionable false advertising claim must consist of:

- (i) a false or misleading statement of fact about a product;
- (ii) the statement either deceives or has the capacity to deceive a substantial segment of potential consumers;
- (iii) the deception is material, in that it is likely to influence consumers' purchasing decisions;
- (iv) the product travels in interstate commerce; and
- (v) the plaintiff has been, or is likely to be, injured as a result of the statement.

*Kinetic Concepts, Inc. v. Bluesky Med. Grp. Inc.*, No. SA-03-CA-0832-RF, 2005 WL 3068223, \*4 (W.D. Tex. Nov. 1, 2005) (citing *Pizza Hut, Inc. v. Papa John's Int'l, Inc.*, 227 F.3d 489, 495 (5th Cir. 2000)). As detailed below, asTech can meet each of the preceding elements and is, therefore, substantially likely to prevail on the merits on its false advertising claim.

**(1) AirPro Made False Statements of Fact.**

13. AirPro’s advertisements and publications promote false statements of fact. A literally false statement or image is one that, “considered in context, necessarily impl[ies] a false message.” *Time Warner Cable, Inc. v. DIRECTV, Inc.*, 497 F.3d 144, 148 (2d Cir. 2007). Unsubstantiated comparative advertisements are considered per se false. *Kinetic Concepts*, 2005 WL 3068223 at \*4 (citing *Novartis Consumer Health, Inc. v. Johnson & Johnson-Merck Consumer Pharm. Co.*, 290 F.3d 578, 586 (3d Cir. 2002)). AirPro’s advertising campaign presents an intentionally misleading, confusing, and deceptive comparison between the asTech Device and the AirPro Device, which inaccurately claims that the asTech Device does not have the same capabilities as the AirPro Device and that it actually poses a risk to consumer safety. In doing so, AirPro misrepresents the capabilities and characteristics of both products.

14. AirPro’s website is replete with unsubstantiated comparative statements that are, therefore, per se false under the law. The following is a non-exhaustive list of examples:

- AirPro’s website includes misleading statements that AirPro has insider knowledge of the *current* asTech Device based on the AirPro founders’ knowledge of the First Gen asTech Device—an entirely distinct product from the current asTech Device which AirPro is critiquing. AirPro uses the preceding to mislead readers into believing that AirPro is qualified to compare the *current* asTech Device with AirPro’s. *See* Compl. at ¶ 39. It also is the basis for AirPro presenting as fact its misleading statements about the *current* asTech Device. *See id.* at ¶ 40.
- AirPro’s website inaccurately states that asTech “is limited in its ability to remotely perform ADAS Calibrations” as compared to AirPro, which lists its own ability to perform ADAS Calibrations as an unqualified “Yes.” This is false because asTech is not “limited” in its ability to perform ADAS calibrations compared to AirPro. *See* Compl. at ¶ 41(d).
- AirPro’s website inaccurately states that asTech has a “limited” ability “to Program and Flash Modules In-House” as compared to AirPro. *See id.*
- AirPro’s website falsely claims that asTech does not offer an “Evergreen Warranty” that allows customers to update their devices for free when

improvements are made. *See id.* at ¶ 41(a). As is evident from asTech’s warranty information, asTech provides the same warranty and does not charge customers to replace faulty tools or for updates.

- The graphic from the “CCIF 2016 Scan Tool Comparison Test” that is prominently displayed on AirPro’s website is literally false and misleading. In fact, asTech’s own testing shows these results are inaccurate. *See* Compl., Exhibit A, AirPro Website at p. 4.
- AirPro’s claim that “[i]f the dealer has the software, so does AirPro” is literally false. *See id.* at p. 5. Some OEMs do not release software for certain car models.
- AirPro’s website falsely claims that “[b]ecause of fluctuations in internet connectivity, Astech [sic] is limited in its ability to remotely perform many ADAS calibrations.” *Id.* at pp. 7, 15. This is literally false. As with all major businesses that offer services via the Internet (such as, for example, Netflix), asTech has developed technology to account for latency and avoid interruptions in service.
- AirPro’s website includes various OEM logos preceded by the statement that, “OEM Scan Tool Software Application resident directly on the AirPro Tool.” *Id.* at pp. 5–6. This is literally false because it is impossible that AirPro is paying licensing fees to have OEM software resident on all of their scan tools, and not all OEMs even make all of their software available. *See id.*
- AirPro’s website asserts that AirPro “Services all 2019 and Prior Year Vehicles (except Tesla) No Excuse Chart!” and that asTech does not. *Id.* at p. 2. This statement is misleading and unsubstantiated. The “Excuse Chart” to which AirPro refers in this statement is asTech’s disclosure of the OEMs from which it has obtained OEM scan tools (which, as discussed in the Complaint, are a prerequisite for accurate and complete scanning). However, even the document on which AirPro’s comparisons are purportedly based reveals the falsity of this statement. The 2018 PTEN Scan Tool Guide specifically states that, for example, AirPro does not receive data from vehicles manufactured by Lotus, Peugeot, Bugatti, Renault, or Saab. **Exhibit 2**, 2018 PTEN Scan Tool Guide at p. 9. Therefore, AirPro’s claim that it services all vehicles (and therefore all Lotus, Peugeot, Bugatti, Renault, and Saab vehicles) is literally false. *See id.*
- Throughout AirPro’s website and in Mr. Olsen’s letter to the industry, AirPro repeatedly suggests that the asTech Device is unsafe and poses “a critical matter of passenger safety . . . .” *See* Compl., Exhibit B at p. 1. This is literally false.



15. AirPro has not offered, and, in fact, cannot offer, any evidence to meet its burden of proving that the preceding (and its other) comparisons are accurate. *See Novartis Consumer Health*, 290 F.3d at 590 (recognizing that “although the plaintiff normally has the burden to demonstrate that the defendant’s advertising claim is false, a court may find that a completely unsubstantiated advertising claim by the defendant is *per se* false without additional evidence from the plaintiff”). Indeed, asTech can demonstrate that many of these statements are false.

**(2) *AirPro’s Statements Deceived (and Have the Capacity To Deceive Other) Potential Customers.***

16. As a threshold matter, because AirPro’s statements of fact are false, asTech does not have to prove that AirPro’s statements deceived or have the capacity to deceive a substantial segment of potential customers. *See Pizza Hut*, 227 F.3d at 497. “When the statements of fact at issue are shown to be literally false, the plaintiff need not introduce evidence on the issue of the impact the statements had on consumers.” *Id.* “In such a circumstance, the court will assume that the statements actually misled consumers.” *Id.* Thus, this Court should presume that AirPro’s false statements (outlined above in Section IV.B.(1), *supra*) actually misled consumers.

17. Notwithstanding the foregoing, it is well-documented that customers were deceived by AirPro’s false statements. Indeed, a number of OEMs have begun to question asTech’s capabilities based on the false representations made by AirPro. Moreover, numerous asTech customers have raised concerns about the capabilities of the asTech Device as a result of the misimpressions AirPro created about the asTech Device.

**(3) *AirPro’s Deceptive Statements Are Material and Have Influenced (and Will Likely Continue To Influence) Consumers’ Purchasing Decisions.***

18. Plaintiffs seeking injunctive relief must prove that a defendant’s representations have a tendency to deceive consumers. *Id.* This standard requires less proof than actual deception. *Id.* “To prove a tendency to deceive, plaintiffs need to show that at least some consumers were

confused by the advertisements.” *Id.* at 498 (citing *Am. Council of Certified Podiatric Physicians & Surgeons v. Am. Bd. of Podiatric Surgery, Inc.*, 185 F.3d 606, 618 (6th Circuit 1999) (“Although plaintiff need not present consumer surveys or testimony demonstrating actual deception, it must present evidence of some sort demonstrating that consumers were misled.”)).

19. In this case, not only do the facts on their face show that many of AirPro’s advertisements are likely to mislead and confuse consumers, but multiple instances of confusion were documented. Indeed, several of asTech’s existing customers have raised concerns regarding the asTech Device based on AirPro’s false and misleading advertisements.

**(4) The Product Travels in Interstate Commerce.**

20. The asTech Device is marketed and sold throughout the United States and, as such, the asTech Device travels in interstate commerce.

**(5) asTech Was (and Will Continue To Be) Injured as a Result of AirPro’s Statements.**

21. As previously stated, asTech was injured because of AirPro’s misleading, confusing, and deceptive statements. AirPro’s false and misleading publications have infected the automotive market and have irreparably damaged asTech’s goodwill and reputation. At least four asTech customers have stopped using the asTech Device and have begun using the AirPro Device as a result of AirPro’s false statements and deceptive practices. In addition, asTech has received multiple other inquiries and concerns from its customers who now question asTech’s capabilities as a result of AirPro’s false advertisements.

**C. asTech Will Suffer Imminent, Irreparable Harm Absent An Injunction.**

22. In general, harm is irreparable where there is no adequate remedy at law, such as monetary damages. *Janvey v. Alguire*, 647 F.3d 585, 600 (5th Cir. 2011). “Federal courts have routinely held that injury should be presumed when a Lanham Act claim involves false or

misleading comparative advertisements.” *Greater Houston Transp. Co. v. Uber Techs., Inc.*, 155 F. Supp. 3d 670, 703 (S.D. Tex. 2015) (citing cases); *see also Abraham v. Alpha Chi Omega*, 708 F.3d 614, 627 (5th Cir. 2013) (noting the presumption of irreparable injury in Lanham Act cases).

**D. The Irreparable Harm to asTech Far Outweighs Any Harm to AirPro.**

23. asTech has demonstrated that the harm it will suffer cannot be remedied. By comparison, asTech is seeking an injunction that merely (a) enjoins AirPro from engaging in deceptive business practices and (b) preserves asTech’s ability to fairly compete in the marketplace. The threatened injury to asTech vastly outweighs any hypothetical harm an injunction might impose on AirPro (by requiring AirPro to stop its false advertising). *See, e.g., Galvotec Alloys, Inc. v. Gaus Anodes Int’l, LLC*, Civil Action No. 7:13-CV-664, 2014 WL 2918581, \*2 (S.D. Tex. June 26, 2014) (finding defendant would not be injured by an injunction prohibiting it from making a misleading statement of fact to customers); *see also Helpful Hound, LLC v. New Orleans Bldg. Corp.*, 331 F. Supp. 3d 581, 604 (E.D. La. 2018) (finding any harm the defendants may suffer “is self-inflicted” because they did not have the right to engage in the injurious conduct in the first place).

24. Moreover, it is well-settled that one of the goals of the preliminary injunction analysis is to maintain the status quo, which is defined as the last, peaceable, non-contested status of the parties. *See Opticians Ass’n of Am. v. Indep. Opticians of Am.*, 902 F.2d 187, 197 (3d Cir. 1990). The last, peaceable, non-contested status of the parties was that asTech was able to provide its services and devices to various customers without worrying that AirPro would bombard the industry with false and misleading advertisements or interfere with either these contracts or asTech’s ability to market and sell its products.

**E. The Preliminary Injunction Will Not Disserve the Public Interest.**

25. The public interest in fair competition in the marketplace favors a preliminary injunction against AirPro because AirPro's unfair tactics are not a proper form of competition. *See, e.g., Blue Bell Creameries, LP v. Denali Co., LLC*, Civil Action No. H-08-0981, 2008 WL 2965655, \*7 (S.D. Tex. July 31, 2008) (recognizing the public interest is served whenever state and federal laws are enforced, particularly in cases where the law is intended to protect consumers from confusion or being misled) (citing *S&R Corp. v. Jiffy Lube Int'l, Inc.*, 968 F.2d 371, 379 (3d Cir. 1992) (recognizing the public interest as "the right of the public not to be deceived or confused")). AirPro's sole purpose is to unfairly undermine asTech's credibility and drive it from the relevant market. Thus, the public interest would be served by a preliminary injunction prohibiting AirPro's actions. *See, e.g., Galvotec Alloys*, 2014 WL 2918581 at \*2 (preventing the defendant from advertising or promoting its products on the basis of misleading statements would further the goals of the Lanham Act and would not disserve the public interest).

**F. asTech Is Willing to Post a Bond.**

26. asTech is willing to post a bond in such sum, if any, as the Court deems proper.

**VI. CONCLUSION AND PRAYER**

asTech respectfully prays that this Court protect the status quo in this matter pending a trial on the merits. AirPro's continued false and misleading advertising has caused and will continue to cause irreparable harm to asTech by further damaging its goodwill in the industry and causing lasting injury to asTech's relationships with OEMs and customers. asTech seeks only to maintain the last peaceable status quo until the case can be resolved on the merits. Absent this Court's intervention, asTech faces a real and substantial harm in that its years-long relationships with existing and prospective customers will be shattered and its goodwill in the industry will be irreversibly destroyed.

For these reasons, asTech requests preliminary injunctive relief to restrain AirPro from continuing to engage in its campaign of misinformation. Specifically, asTech respectfully requests that this Court enjoin AirPro and anyone acting under its direction or control as follows:

1. Enjoin AirPro and each of its officers, agents, servants, employees, attorneys, and all others in acting in concert with them, pursuant to Rule 65 of the Federal Rules of Civil Procedure and 15 U.S.C. § 1116(a), from making false or misleading statements regarding asTech, the asTech Device, and the AirPro Device, including, without limitation, the following statements:
  - a. AirPro’s founders have inside knowledge of the current asTech Device;
  - b. That asTech does not provide an “Evergreen Warranty – Tool Replaced When Hardware Improvements are Made at No Cost”;
  - c. “Scan Results” that purportedly show the asTech Device “missed an Airbag safety system code” and “missed code C1280 engine circuit malfunction”;
  - d. “From the time of submission of a scan request, our technicians will remote into the AirPro attached to the vehicle within 10 minutes”;
  - e. “Because of the fluctuations in internet connectivity, Astech [sic] is limited in its ability to remotely perform many ADAS calibrations” and has a “limited” ability “to Program and Flash Modules In-house”;
  - f. “The asTech device is NOT a scan-tool . . . Scan-tool functions and capabilities are reduced to less than their original design when converted and transmitted in this manner [i.e., using asTech’s method]”;
  - g. The graphic labeled “Truth Campaign,” which purports to compare asTech and AirPro, and falsely states that AirPro has full OEM factory scanning capabilities because of the “OEM Scan Tool Software Applications resident directly on the AirPro Tool”;



- h. The claim that AirPro “Services all 2019 and Prior Year Vehicles (except Tesla) No Excuse Chart!),” while asTech does not service these vehicles;
  - i. The claim that the asTech Device “Delays Scan Tool and Vehicle Data Responses by Adding Negative Response Codes into Data Stream Which Can Skew Results”;
  - j. Claims that the asTech Device is unreliable, unsafe, and/or that OEM engineers have found the device to be unreliable;
  - k. The claim that AirPro has the same software that the Dealer has;
  - l. The AirPro website comparison chart that lists various asTech capabilities in red as “Unknown” (the same color used where a device supposedly does not have the capability), and then lists “Yes” for the same capabilities for AirPro in green.
- 2. Require AirPro to retract these false and misleading statements from its website; and
  - 3. Enjoin AirPro from using the ASTECH trademark as part of a paid search result through Google or any other online search engine.

Dated: May 6, 2019

Respectfully submitted,

**McGUIREWOODS LLP**

By: /s/ Yasser A. Madriz

**Yasser A. Madriz**

*Attorney-in-Charge*

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Email: sray@mcguirewoods.com

***Counsel for Plaintiff Repairify, Inc. d/b/a asTech***

**CERTIFICATE OF SERVICE**

I hereby certify that on May 6, 2019, I electronically filed the foregoing with the Clerk of the Court using the CM/ECF system and served the following party by common-carrier delivery:

AirPro Diagnostics LLC  
11737 Central Parkway  
Jacksonville, Florida 32224

***Via FedEx Tracking No. 7870 8217 7005***

/s/ Yasser A. Madriz

Yasser A. Madriz

**IN THE UNITED STATES DISTRICT COURT  
FOR THE SOUTHERN DISTRICT OF TEXAS  
HOUSTON DIVISION**

**Repairify, Inc., d/b/a asTech,**

*Plaintiff,*

v.

**AirPro Diagnostics LLC,**

*Defendant.*

§  
§  
§  
§  
§  
§  
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§

**CIVIL ACTION NO. 4:19-CV-1370**

**UNSWORN DECLARATION OF REPAIRIFY, INC.'S  
CORPORATE REPRESENTATIVE**

1. My name is Doug Kelly, and I am over 18 years of age.
2. I am the Chief Executive Officer of Repairify, Inc. d/b/a asTech ("asTech"). I possess the legal authority to make this Declaration on behalf of myself and the organization for which I am acting.
3. I have read Plaintiff Repairify, Inc.'s Application for Preliminary Injunction.
4. The facts contained within Paragraphs 1–5 and Section IV (incorporating Paragraphs 35–50 of Repairify's Complaint) are either within my personal knowledge or are within the personal knowledge of employees, agents, or representatives of asTech whose duty and responsibility it is to report such facts to me.
5. The facts stated in Paragraphs 1–5 and Section IV (incorporating Paragraphs 35–50 of Repairify's Complaint) are true and correct.

**I declare under penalty of perjury under the laws of the United States of America that the foregoing is true and correct. (28 U.S.C. § 1746).**

Dated: May 3, 2019



---

Doug Kelly  
Chief Executive Officer  
Repairify, Inc. d/b/a asTech



# EXHIBIT 1



The State of Texas  
Secretary of State

2019-303982-1

I, the undersigned, as Secretary of State of the State of Texas, DO HEREBY CERTIFY that according to the records of this office, a copy of the Summons and Plaintiff's Original Complaint and Order for Conference and Disclosure of Interested Parties in the cause styled:

Repairify, Inc. dba ASTECH VS Airpro Diagnostics LLC  
United States District Court for the Southern District of Texas  
Cause No: 419CV01370

was received by this office on April 24, 2019, and that a copy was forwarded on April 25, 2019, by CERTIFIED MAIL, return receipt requested to:

AirPro Diagnostics LLC  
11737 Central Parkway  
Jacksonville, FL 32224

The RETURN RECEIPT was received in this office dated April 29, 2019, bearing signature.

Date issued: April 30, 2019



A handwritten signature in black ink, appearing to read "David Whitley", written over a horizontal line.

David Whitley  
Secretary of State  
GF/vm

EXHIBIT 1

# The State of Texas



Service of Process  
P.O. Box 12079  
Austin, Texas 78711-2079

Phone: 512-463-5560  
Fax: 512-463-0873  
Dial 7-1-1 For Relay Services  
[www.sos.state.tx.us](http://www.sos.state.tx.us)

## Secretary of State

April 30, 2019

Yasser A. Madriz  
McGuire Woods LLP  
JPMorgan Chase Tower  
600 Travis Street, Suite 7500  
Houston, TX 77002-2906

**2019-303982**

**Include reference number  
in all correspondence**

RE: Repairify, Inc. dba ASTECH VS Airpro Diagnostics LLC  
United States District Court for the Southern District of Texas  
Cause No. 419CV01370

Dear Sir/Madam

Please find enclosed your Certificate(s) of Service for the case styled above.

If this office may be of further assistance to you, please do not hesitate to contact us.

Sincerely,

Service of Process  
Government Filings  
512-463-1662

# EXHIBIT 2

# PTEN

Professional Tool & Equipment News

The Independent Tool Authority

A comparative list of functions and features for a large selection of aftermarket scan tools from 26 equipment manufacturers.

JUNE 2018

## SCAN TOOL SPEC GUIDE 2018

A comprehensive guide to provide you with information on choosing the right scan tool for your needs

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**TEXA**





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**AUTEL**



# SCAN TOOL SPEC GUIDE 2018

## CONTENTS

**OBD-II GENERIC  
SCAN TOOLS**  
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**HEAVY DUTY  
SCAN TOOLS**  
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**COMPANY  
DIRECTORY**  
PAGE 26

**W**elcome to the 2018 Scan Tool Spec Guide, brought to you by Professional Tool & Equipment News, Professional Distributor and Fleet Maintenance magazines.

Today's automotive landscape is interesting to be part of. With vehicle technology rapidly advancing, some say current generations are witnessing the beginning of the largest change in transportation since the Model T replaced the horse and buggy.

One thing that hasn't changed in all the years of automotive history – and won't change in the future – is the fact that vehicles still require maintenance and repair. The tools required to perform that work, on the other hand, have changed dramatically. Modern vehicles now contain computers running more lines of code than the space shuttle. To read that code and determine what needs to be serviced, technicians use scan tools.

For shops servicing more than one brand of vehicle, OEM scan tools aren't always the most logical choice. To find a solution compatible with multiple makes and models, technicians often turn to aftermarket scan tools. That's where the 2018 PTEN Scan Tool Spec Guide comes in.

Covering the **OBD-II Generic**, **OBD-II Enhanced** and **Heavy Duty** categories, this convenient guide compares aftermarket scan tools side-by-side, making it easier for shops to decide which one best suits their needs. Over the next several pages, you'll find the most up-to-date information on scan tools from 26 different companies. Keep this guide on-hand for a quick reference as you consider scan tools for your business. **PTEN**

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ADVANCED ANALYSIS VEHICLE DIAGNOSTICS



Single Screen  
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Fault Codes &  
Repair Details

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& Active Tests  
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Components

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**ALL MAKES / ALL MODELS**



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- AutoSCAN Read & Clear Trouble Codes
- Full DPF Reset & Regen / Set Parameters
- Full Bi-Directional Controls
- Full Brake & Transmission Coverage
- Injector Coding / Cylinder Power Balancing



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- MaxiFIX Diagnostic Repairs Database
- Data Manager / Shop Manager / Printer
- Remote Tech Support / Data Logging
- 1Yr FREE Software / Vehicle Coverage
- Tool Functions After Subscription Ends

**J2534 MAXIFLASH ELITE**

**BLUETOOTH VCI**  
Advanced Coding & Parameter Settings  
CAN-Based Protocols J1939 - J2284  
OBDII-Based Protocol J1708

**PROGRAMMING**  
Pass-Thru Device For Reprogramming  
CAN-Based Protocol ISO15765 - ISO9141  
GM (VPW) Protocol J1850

**FULL CONNECTOR KIT**  
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- Class1 - Class9 / All Makes - All Models
- Android 4.4.2 / Hexa-Core Processor
- OBDII Corded Tool / Full Probe Set

**CONNECTOR KIT INCLUDED**  
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**AL529HD**

- AutoVIN Quick DTC Definitions
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**CONNECTORS INCLUDED**  
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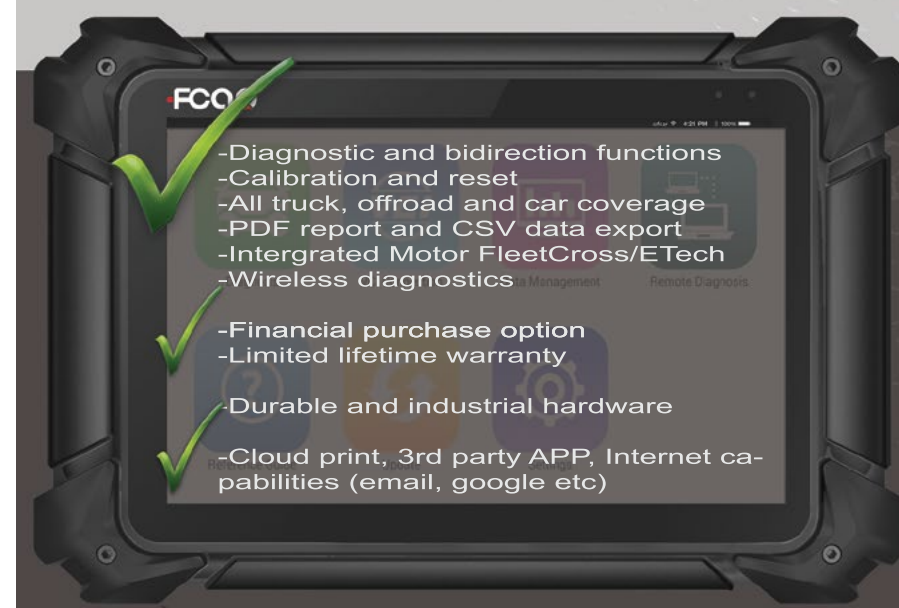
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Bendix	Freightliner	Mack	Volvo/Mack
Caterpillar	Hino	Mitsubishi Fuso	Voith
Cummins	International	PACCAR MX	Western Star
Detroit	John Deere	Peterbilt	Wabco
Duramax	Isuzu	Powerstroke	More vehicle makers

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**-F3S Handheld HD Scanners**  
Model: F35N Truck Pro; F35G Master Pro

**-F50X HD Code Reader Pro**  
Model: F506

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**AUTEL**



COMPANY NAME	ALLDATA	Autel	Automotive Test Solutions	FCAR Tech USA	Innova		Launch Tech USA	Mac Tools	MAHLE Service Solutions	Matco Tools	OTC	Zurich
PRODUCT NAME	ALLDATA Diagnostics	MD808Pro	EScan Elite	F7SW CarTab Pro	5100 CarScan ABS/SRS		Millennium 90 Pro	ET1510ANX	TechPRO VDS1000	Fix Advisor Pro	3211 OBD I & II scan tool	ZR13 OBD2 Code Reader with ABS/SRS/FixAssist
Price												
Less than \$500	\$229/month	●			●		●	●	Software only		●	●
\$501 to \$2,000			●						Full kit	●		
\$2,001 to \$4,500				●								
\$4,501 to \$10,000												
Scanning Functions (1996 to Present)												
Reads generic data and monitors (Mode 1)	●	●	●	●	●		●	●	●	●	●	●
Displays freeze frame data (Mode 2)	●	●	●	●	●		●	●	●	●	●	●
Reads DTCs (Mode 3)	●	●	●	●	●		●	●	●	●	●	●
Clears all DTCs for all systems (Mode 4)	●	●	●	●	●		●	●	●	●	●	●
Reads test results for oxygen sensors (Mode 5)	●	●	●	●	●		●	●	●	●	●	●
Reads test results for other component/system monitoring (Mode 6)	●	●	●	●	●		●	●	●	●	●	●
If yes on line above: Provides test result definitions or raw hexadecimal data?	●	●	●	●	●		●	●	●	●	Raw hex for non-CAN, text for CAN vehicles	●
Reads pending DTCs (Mode 7)	●	●	●	●	●		●	●	●	●	●	●
Bi-directional control (actuator tests) (Mode 8)	●	●		●	●		●	●	●	●	●	●
Vehicle information - VIN # - (Mode 9)	●	●	●	●	●		●	●	●	●	●	●
Reads permanent DTCs (Mode OA)	●	●	●	●	●		●	●	●	●	●	●
Other Functions												
Anti-theft/key duplication				●					●			
Electronic brake service	●	●		●			●	●	●	●		
Inspection interval lights	●	●		●	●		●	●	●	●		●
Graphs live data on screen	●	●	●	●	●		●	●	●	●	●	●
Graphs multiple PIDs on screen simultaneously	●	2	●	●	2		4	2	No limit	4	2	2
Record and play back OBD-II live data		●	●	●	●		●	●	●	●	●	●
Reset oil lights	●	●		●	●		●	●	●	●	●	●
Steering angle service	●	●		●			●	●	●	●		
Vehicle search capability/scanning by VIN	●	●	●	●	●			●	●	●	●	●
Remote Diagnostics												
Specific System Coverage and Enhanced Bi-directional Controls												
Body control - BCM (codes, data or both)	Both	Both		Both	Codes				Both	Both		
Chassis control - BCM (codes, data or both)	Both	Both		Both	Codes				Both	Both		
Powertrain control - PCM (codes, data or both)	Both	Both	Both	Both	Both		Both	Both	Both	Both	Codes	Both
ABS coverage (codes, data or both)	Both	Both		Both	Both		Both	Both	Both	Both	Codes	Both
SRS coverage (codes, data or both)	Both	Both		Both	Both		Both	Codes	Both	Both	Codes	Both
HVAC (codes, data or both)	Both	Both		Both	Codes				Both			
OBD-I Adapters (Pre-1996)												
Domestic coverage		●		●	●					Optional	●	
Asian coverage		●		●	●					Optional	Toyota	

COMPANY NAME	ALLDATA	Autel	Automotive Test Solutions	FCAR Tech USA	Innova		Launch Tech USA	Mac Tools	MAHLE Service Solutions	Matco Tools	OTC	Zurich
PRODUCT NAME	ALLDATA Diagnostics	MD808Pro	EScan Elite	F7SW CarTab Pro	5100 CarScan ABS/SRS		Millennium 90 Pro	ET1510ANX	TechPRO VDS1000	Fix Advisor Pro	3211 OBD I & II scan tool	ZR13 OBD2 Code Reader with ABS/SRS/FixAssist
European coverage	●	●		●						Optional		
Unit Features												
Unit type	User Defined	Handheld	PC-based	Tablet	Handheld		Handheld	Handheld	PC-based	Handheld	Handheld	Handheld
Requires separate laptop or PC	PC or tablet		Windows PC or tablet				For updates		●			
Operating system	Windows 10 or Android	Embedded	Windows XP through 10	Android			Proprietary	Proprietary			Proprietary	Proprietary
Hard drive size		32 GB	1 GB	20 GB				1 GB				
Built-in memory or memory on included SD card		●		2 GB	●		8 GB	●			128 MB	●
Multilingual		●		●	●		●	●		●	●	●
Internal battery included				●						Requires 3 AA batteries	●	
Length of time to fully charge unit				4 hours								
Length of time unit runs on one charge				8 hours								
Unit boot-up time	15 seconds	10 seconds		8 seconds	10 seconds		5 seconds	15 seconds			Instant-on	10 seconds
High-resolution color screen		●	●	●	●		●			●	Color QVGA	
Touchscreen interface	●		User defined	●								
Screen size	7" +	4"	User defined	10.5"	2.8"		4"			3.5"	3"	2.8"
Printable vehicle diagnostic report capabilities	●	●	●	●			●	●	●	●	●	
USB port		●	●	●	●		●	●		●	●	●
VGA port				●								
HDMI port				●								
Wireless VCI (unit-to-car capabilities)	●		●	●					●			
Wi-Fi/Internet capable	●		●	●								
Available Tool Add-Ons												
5-gas analyzer			Add-on	●								
TPMS resets	●			●								
TPMS relearns	●			●								
Labscope capability			Add-on									
J2534 reflash and pass-through diagnostic capability												
Multimeter			Add-on									
Software, Website, Support and Service Features												
Manufacturer's warranty	3 years hardware	1 year	1 year	1 year	1 year		1 year	1 year	1 year	2 years	1 year	90 days
Call-in support	800-859-3282	855-288-3587	505-265-5077	443-380-0088	800-544-4124		877-528-6249	800-622-8665	800-468-2321	866-289-8665	800-533-6127	800-444-3353
Field/Rep support	●	●		●	●		●	●			●	
Pay-as-you-go subscription		●			●				●			
Length of subscription	3 years	Lifetime	1 year	2 years	1 year		Lifetime					
Updatable via the Internet	●	●	●	●	●		●	●	●	●	●	
Frequency of updates, if applicable	3 times per year	As needed	As needed	As needed	Other		Monthly	As needed	Monthly	As needed	As needed	As needed
Cost per update	Free	Free	Free for at least 1 year	\$500	Free		Free	Free		Free	Free	Free
Optional repair solutions for VIN-specific fixes	●	●		●	●			●		●	●	
Optional diagnostic and repair procedure instructions/videos	●	●	●		●							
Includes the following repair information services	ALLDATA				RepairSolutions					1 year Repair Solutions Pro		Fix Assist
Interfaces with the following shop management systems												
Most Important Feature	Seamless integration with ALLDATA	Auto-scan all modules in all systems	Sharp shooter, relative compression, acceleration, deceleration	Fast, simple and easy diagnostic	Network Scan		ABS-SRS-engine-transmission, with DPf, five other resets	Enhanced datastream with bi-directional coverage/brake bleed	Auto-identify modules, fast, easy diagnosis/repair	Bi-directional tests and repair information	Compatible with OBD I & II vehicles	Live Stream/ABS/SRS with FixAssist



# Next Generation Diagnostics

**The first** full diagnostics platform completely re-invented **for mobile**

## POWER

Gesture-based user interface allowing for more complex interactions

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WIFI for greater distance and faster throughout

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Highest scoring scan tool in the 2017 collision scan tool shootout

## REPORTING

Pre- and Post-scan to XML, text message, email, and PDF

- 58 car makers
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- Annual update costs 50 -450



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## X-431 PAD II AE

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OBD-II ENHANCED

2018 SCAN TOOL SPEC GUIDE



COMPANY NAME	AirPro Diagnostics	ALLDATA	Autel	AutoEnginuity	Autoland Scientech USA	Autologic	CAS of New England	FCAR Tech USA		Injectronic	Innova	Launch Tech USA	Mac Tools	MAHLE	Matco Tools	OTC	Ross-Tech	Snap-on Diagnostics	TEXA USA
PRODUCT NAME	AirPro	ALLDATA Diagnostics	MaxiSYS MS906TS	Giotto ProLine SP02	iSCAN3	Farsight Tablet	G-Scan 2	F7SG MasterTab Pro		CJ4R	5160 CarScan Pro	Torque	ET7200	TechPRO VDS1000	MaxME-A	3896 Evolve	VCDS Prokit	ZEUS platform	TXTs with IDC5 SUPERCAR
Price																			
Under \$500		\$229/month									●			●					
\$501 to \$2,000			●	●						●					●		●		
\$2,001 to \$4,500	●				●		●					●				●			
\$4,501 to \$10,000					●	●	●	●					●			●			●
More than \$10,000						●												●	
Scanning Functions (1996 to Present)																			
Fully supports all 10 modes of OBD-II scan tool operation (Mode 1 through Mode OA)	●	●	●	●	●	●	●	●		●	●	●	●	●		●		●	●
Other Functions																			
Anti-theft/key duplication			●	Ford/GM	●	●	●	●		●		●	●	●	●	●		●	
Electronic brake service	●	●	●	●	●	●	●	●		●	●	●	●	●	●	●	●	●	●
Guided tests/on-screen help	●	●	●	●	●	●	●	●			●	●	●			●	●	●	●
Inspection interval lights	●	●	●	●	●	●	●	●		●	●	●	●	●	●	●	●	●	●
J2534 reflash and pass-through diagnostic capability	●				●	●	●						●			●			●
Record and play back OBD-II live data	●		●	●		●	●	●			●	●	●	●	●	●	●	●	●
Reset oil lights	●	●	●	●	●	●	●	●			●	●	●	●	●	●	●	●	●
Steering angle service	●	●	●	●	●	●	●	●		●	●	●	●	●	●	●	●	●	●
Vehicle search capability/scanning by VIN	●	●	●	●	●	●	●	●		●	●	●	●	●	●	●	●	●	●
Graphs live data on screen	●	●	●	●	●	●	●	●		●	●	●	●	●	●	●	●	●	●
Graphs multiple PIDs on screen simultaneously	8	●	●	8	30 +	EScan 8 graphs/ GScan 4 graphs	4	●		2	4	12	8	No limit	8	8	16	●	8
Remote diagnostics	●		●	●	●					●		●						●	
Specific System Coverage - Data and Bi-Directional Controls																			
Body control - BCM (Data/Bi-Directional Control)																			
Chrysler	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y		Y/Y	Y/N	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	N/N	Y/Y	Y/Y
Ford	Y/Y	Y/Y	Y/Y	Y/Y	Y/N	Y/Y	Y/Y	Y/Y		Y/Y	Y/N	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	N/N	Y/Y	Y/Y
GM	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y		Y/Y	Y/N	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	N/N	Y/Y	N/N
Honda	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y		N/N	Y/N	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	N/N	Y/Y	N/N
Hyundai	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y		Y/Y	Y/N	Y/Y	Y/Y	N/N	Y/Y	Y/Y	N/N	Y/Y	Y/Y
Mazda	Y/Y	Y/Y	Y/Y	Y/Y	Y/N	Y/Y	Y/Y	Y/Y		Y/Y	Y/N	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	N/N	Y/Y	Y/Y
Nissan	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y		Y/Y	Y/N	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	N/N	Y/Y	N/N
Toyota	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y		Y/Y	Y/N	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	N/N	Y/Y	Y/Y
BMW	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y		N/N	Y/N	Y/Y	Y/Y	N/N	Y/Y	Y/Y	N/N	Y/Y	Y/Y
Mercedes-Benz	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y		N/N	Y/N	Y/Y	Y/Y	N/N	Y/Y	Y/Y	N/N	Y/Y	Y/Y
Volkswagen	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y		Y/Y	Y/N	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y
Volvo	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y		N/N	Y/N	Y/Y	Y/Y	N/N	Y/Y	Y/Y	N/N	Y/Y	Y/Y
Chassis control - BCM (Data/Bi-Directional Control)																			
Chrysler	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y		Y/Y	Y/N	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	N/N	Y/Y	Y/Y
Ford	Y/Y	Y/Y	Y/Y	Y/Y	Y/N	Y/Y	Y/Y	Y/Y		Y/Y	Y/N	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	N/N	Y/Y	Y/Y
GM	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y		Y/Y	Y/N	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	N/N	Y/Y	N/N
Honda	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y		N/N	Y/N	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	N/N	Y/Y	N/N
Hyundai	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y		Y/Y	Y/N	Y/Y	Y/Y	N/N	Y/Y	Y/Y	N/N	Y/Y	Y/Y
Mazda	Y/Y	Y/Y	Y/Y	Y/Y	Y/N	Y/Y	Y/Y	Y/Y		Y/Y	Y/N	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	N/N	Y/Y	Y/Y
Nissan	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y		Y/Y	Y/N	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	N/N	Y/Y	N/N
Toyota	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y		Y/Y	Y/N	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	N/N	Y/Y	Y/Y

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COMPANY NAME	AirPro Diagnostics	ALLDATA	Autel	AutoEnginuity	Autoland Scientech USA	Autologic	CAS of New England	FCAR Tech USA		Injectronic	Innova	Launch Tech USA	Mac Tools	MAHLE	Matco Tools	OTC	Ross-Tech	Snap-on Diagnostics	TEXA USA
PRODUCT NAME	AirPro	ALLDATA Diagnostics	MaxiSYS MS906TS	Giotto ProLine SP02	iSCAN3	Farsight Tablet	G-Scan 2	F7SG MasterTab Pro		CJ4R	5160 CarScan Pro	Torque	ET7200	TechPRO VDS1000	MaxME-A	3896 Evolve	VCDS Prokit	ZEUS platform	TXTs with IDC5 SUPERCAR
Chassis control - BCM (Data/Bi-Directional Control) (continued)																			
BMW	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y		N/N	Y/N	Y/Y	Y/Y	N/N	Y/Y	Y/Y	N/N	Y/Y	Y/Y
Mercedes-Benz	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y		N/N	Y/N	Y/Y	Y/Y	N/N	Y/Y	Y/Y	N/N	Y/Y	Y/Y
Volkswagen/Audi	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y		Y/Y	Y/N	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y
Volvo	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y		N/N	Y/N	Y/Y	Y/Y	N/N	Y/Y	Y/Y	N/N	Y/Y	Y/Y
Powertrain control - PCM (Data/Bi-Directional Control)																			
Chrysler	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y		Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	N/N	Y/Y	Y/Y
Ford	Y/Y	Y/Y	Y/Y	Y/Y	Y/N	Y/Y	Y/Y	Y/Y		Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	N/N	Y/Y	Y/Y
GM	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y		Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	N/N	Y/Y	N/N
Honda	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y		N/N	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	N/N	Y/Y	N/N
Hyundai	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y		Y/Y	Y/N	Y/Y	Y/Y	N/N	Y/Y	Y/Y	N/N	Y/Y	Y/Y
Mazda	Y/Y	Y/Y	Y/Y	Y/Y	Y/N	Y/Y	Y/Y	Y/Y		Y/Y	Y/N	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	N/N	Y/Y	Y/Y
Nissan	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y		Y/Y	Y/N	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	N/N	Y/Y	N/N
Toyota	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y		Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	N/N	Y/Y	Y/Y
BMW	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y		N/N	Y/N	Y/Y	Y/Y	N/N	Y/Y	Y/Y	N/N	Y/Y	Y/Y
Mercedes-Benz	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y		N/N	Y/N	Y/Y	Y/Y	N/N	Y/Y	Y/Y	N/N	Y/Y	Y/Y
Volkswagen/Audi	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y		Y/Y	Y/N	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y
Volvo	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y		N/N	Y/N	Y/Y	Y/Y	N/N	Y/Y	Y/Y	N/N	Y/Y	Y/Y
ABS coverage (Data/Bi-Directional Control)																			
Chrysler	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y		Y/Y	Y/N	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	N/N	Y/Y	Y/Y
Ford	Y/Y	Y/Y	Y/Y	Y/Y	Y/N	Y/Y	Y/Y	Y/Y		Y/Y	Y/N	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	N/N	Y/Y	Y/Y
GM	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y		Y/Y	Y/N	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	N/N	Y/Y	N/N
Honda	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y		N/N	Y/N	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	N/N	Y/Y	N/N
Hyundai	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y		Y/Y	Y/N	Y/Y	Y/Y	N/N	Y/Y	Y/Y	N/N	Y/Y	Y/Y
Mazda	Y/Y	Y/Y	Y/Y	Y/Y	Y/N	Y/Y	Y/Y	Y/Y		Y/Y	Y/N	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	N/N	Y/Y	Y/Y
Nissan	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y		Y/Y	Y/N	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	N/N	Y/Y	N/N
Toyota	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y		Y/Y	Y/N	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	N/N	Y/Y	Y/Y
BMW	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y		N/N	Y/N	Y/Y	Y/Y	N/N	Y/Y	Y/Y	N/N	Y/Y	Y/Y
Mercedes-Benz	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y		N/N	Y/N	Y/Y	Y/Y	N/N	Y/Y	Y/Y	N/N	Y/Y	Y/Y
Volkswagen/Audi	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y		Y/Y	Y/N	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y
Volvo	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y		N/N	Y/N	Y/Y	Y/Y	N/N	Y/Y	Y/Y	N/N	Y/Y	Y/Y
SRS coverage (Data/Bi-Directional Control)																			
Chrysler	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y		Y/Y	Y/N	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	N/N	Y/Y	Y/Y
Ford	Y/Y	Y/Y	Y/Y	Y/Y	Y/N	Y/Y	Y/Y	Y/Y		Y/Y	Y/N	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	N/N	Y/Y	Y/Y
GM	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y		Y/Y	Y/N	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	N/N	Y/Y	N/N
Honda	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y		N/N	Y/N	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	N/N	Y/Y	N/N
Hyundai	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y		Y/Y	Y/N	Y/Y	Y/Y	N/N	Y/Y	Y/Y	N/N	Y/Y	Y/Y
Mazda	Y/Y	Y/Y	Y/Y	Y/Y	Y/N	Y/Y	Y/Y	Y/Y		Y/Y	Y/N	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	N/N	Y/Y	Y/Y
Nissan	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y		Y/Y	Y/N	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	N/N	Y/Y	N/N
Toyota	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y		Y/Y	Y/N	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	N/N	Y/Y	Y/Y
BMW	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y		N/N	Y/N	Y/Y	Y/Y	N/N	Y/Y	Y/Y	N/N	Y/Y	Y/Y
Mercedes-Benz	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y		N/N	Y/N	Y/Y	Y/Y	N/N	Y/Y	Y/Y	N/N	Y/Y	Y/Y
Volkswagen/Audi	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y		Y/Y	Y/N	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y
Volvo	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y		N/N	Y/N	Y/Y	Y/Y	N/N	Y/Y	Y/Y	N/N	Y/Y	Y/Y
HVAC (Data/Bi-Directional Control)																			
Chrysler	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y		Y/Y	Y/N	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	N/N	Y/Y	Y/Y

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COMPANY NAME	AirPro Diagnostics	ALLDATA	Autel	AutoEnginuity	Autoland Scientech USA	Autologic	CAS of New England	FCAR Tech USA		Injectronic	Innova	Launch Tech USA	Mac Tools	MAHLE	Matco Tools	OTC	Ross-Tech	Snap-on Diagnostics	TEXA USA
PRODUCT NAME	AirPro	ALLDATA Diagnostics	MaxiSYS MS906TS	Giotto ProLine SP02	iSCAN3	Farsight Tablet	G-Scan 2	F7SG MasterTab Pro		CJ4R	5160 CarScan Pro	Torque	ET7200	TechPRO VDS1000	MaxME-A	3896 Evolve	VCDS Prokit	ZEUS platform	TXTs with IDC5 SUPERCAR
HVAC (Data/ Bi-Directional Control) (continued)																			
Ford	Y/Y	Y/Y	Y/Y	Y/Y	Y/N	Y/Y	Y/Y	Y/Y		Y/Y	Y/N	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	N/N	Y/Y	Y/Y
GM	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y		Y/Y	Y/N	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	N/N	Y/Y	N/N
Honda	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y		N/N	Y/N	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	N/N	Y/Y	N/N
Hyundai	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y		Y/Y	Y/N	Y/Y	Y/Y	N/N	Y/Y	Y/Y	N/N	Y/Y	Y/Y
Mazda	Y/Y	Y/Y	Y/Y	Y/Y	Y/N	Y/Y	Y/Y	Y/Y		Y/Y	Y/N	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	N/N	Y/Y	Y/Y
Nissan	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y		Y/Y	Y/N	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	N/N	Y/Y	N/N
Toyota	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y		Y/Y	Y/N	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	N/N	Y/Y	Y/Y
BMW	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y		N/N	Y/N	Y/Y	Y/Y	N/N	Y/Y	Y/Y	N/N	Y/Y	Y/Y
Mercedes-Benz	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y		N/N	Y/N	Y/Y	Y/Y	N/N	Y/Y	Y/Y	N/N	Y/Y	Y/Y
Volkswagen/Audi	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y		Y/Y	Y/N	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y
Volvo	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y		N/N	Y/N	Y/Y	Y/Y	N/N	Y/Y	Y/Y	N/N	Y/Y	Y/Y
Enhanced European Coverage (Data/ Bi-Directional Control)																			
Alfa Romeo	Y/Y	Y/Y	Y/Y	Y/Y	Y/N	N/N	Y/Y	Y/Y		N/N	N/N	Y/Y	N/N	N/N	Y/Y	N/N	N/N	Y/Y	Y/Y
Bentley	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	N/N	N/N	Y/Y		N/N	N/N	Y/Y	N/N	N/N	Y/Y	N/N	Y/Y	N/N	Y/Y
Bugatti	N/N	N/N	Y/Y	N/N	N/N	N/N	N/N	Y/Y		N/N	N/N	Y/Y	N/N	N/N	Y/Y	N/N	N/N	N/N	N/N
Ferrari	Y/Y	N/N	Y/Y	Y/Y	Y/Y	N/N	N/N	Y/Y		N/N	N/N	Y/Y	N/N	N/N	Y/Y	N/N	N/N	N/N	Y/Y
Fiat	Y/Y	Y/Y	Y/Y	Y/Y	Y/N	Y/Y	Y/Y	Y/Y		Y/Y	N/N	Y/Y	Y/Y	N/N	Y/Y	Y/Y	N/N	Y/Y	Y/Y
Jaguar	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y		N/N	N/N	Y/Y	Y/Y	N/N	Y/Y	Y/Y	N/N	Y/Y	Y/Y
Lotus	N/N	N/N	N/N	N/N	N/N	N/N	N/N	Y/Y		N/N	N/N	Y/Y	N/N	N/N	Y/Y	N/N	N/N	N/N	Y/Y
Maserati	Y/Y	N/N	Y/Y	Y/Y	Y/Y	N/N	N/N	Y/Y		N/N	N/N	Y/Y	N/N	N/N	Y/Y	N/N	N/N	N/N	Y/Y
Maybach	Y/Y	N/N	Y/Y	Y/Y	N/N	N/N	Y/Y	Y/Y		N/N	N/N	Y/Y	N/N	N/N	Y/Y	N/N	N/N	N/N	Y/Y
Mini Cooper	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y		N/N	N/N	Y/Y	Y/Y	N/N	Y/Y	Y/Y	N/N	Y/Y	Y/Y
Opel	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	N/N	N/N	Y/Y		Y/Y	N/N	Y/Y	N/N	N/N	Y/Y	N/N	N/N	Y/Y	N/N
Peugeot	N/N	Y/Y	Y/Y	N/N	Y/Y	N/N	N/N	Y/Y		Y/Y	N/N	Y/Y	N/N	N/N	Y/Y	N/N	N/N	Y/Y	N/N
Porsche	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	N/N	Y/Y	Y/Y		N/N	N/N	Y/Y	N/N	N/N	Y/Y	N/N	N/N	Y/Y	Y/Y
Range Rover	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y	Y/Y		N/N	N/N	Y/Y	Y/Y	N/N	Y/Y	Y/Y	N/N	Y/Y	Y/Y
Renault	N/N	Y/Y	Y/Y	N/N	Y/N	N/N	N/N	Y/Y		Y/Y	N/N	Y/Y	Y/Y	N/N	Y/Y	N/N	N/N	Y/Y	N/N
Saab	N/N	Y/Y	Y/Y	Y/Y	Y/Y	N/N	Y/Y	Y/Y		N/N	N/N	Y/Y	Y/Y	N/N	Y/Y	Y/Y	N/N	Y/Y	
Other	Audi, BMW, Land Rover		Sprinter, Aston Martin, Lancia, Smart, Dacia, Abarth, VauxhallCitroen, Lamborghini, Rolls Royce	Lamborghini, Vauxhall, Workhorse	Citroen, Ferrari, Lamborghini, Lancia, Land Rover, Renault, Skoda, Smart, Vauxhall	Sprinters	Land Rover, HINO Truck, Isuzu, Mitsubishi, Subaru					Rolls Royce, Lamborghini					Lamborghini model year 2009+		Aston Martin, Lamborghini, McLaren, Rolls-Royce, Land Rover, Pagani
OBD-I Adapters (Pre-1996)																			
Domestic coverage			●		●		●	●			●	●	Optional		Optional	Coverage included, adapters sold separately		●	
Asian coverage			●	●	●		●	●			●	●	Optional		Optional	Coverage included, adapters sold separately		●	
European coverage		●	●	●	●		●	●				●	Optional		Optional		Requires adapter	●	●
Unit Features																			
Unit type	Tablet Integrated	User defined	Standalone tablet	User defined	Handheld	Standalone tablet	Handheld	Tablet		Tablet/smartphone	Handheld	Tablet	Standalone tablet	PC-based	Tablet	Tablet	Software-based for PC, smartphone and tablet	Tablet	Tablet
Requires separate laptop or PC		PC or tablet												●		Vehicle diagnostics within tool, J2534 reprogram- ming requires laptop and OEM software	●		
Operating system	Windows 10 Tablet	Windows 10 or Android	Android	Windows, iOS, Android	Android	Windows 10	Windows CE 6.0	Android		Android, iOS		Android 7.1	Android	Windows 7 or newer	Android	Android	Windows, iOS, Android	Windows	Windows 10



OBD-II ENHANCED

2018 SCAN TOOL SPEC GUIDE



COMPANY NAME	AirPro Diagnostics	ALLDATA	Autel	AutoEnginuity	Autoland Scientech USA	Autologic	CAS of New England	FCAR Tech USA		Injectronic	Innova	Launch Tech USA	Mac Tools	MAHLE	Matco Tools	OTC	Ross-Tech	Snap-on Diagnostics	TEXA USA
PRODUCT NAME	AirPro	ALLDATA Diagnostics	MaxiSYS MS906TS	Giotto ProLine SP02	iSCAN3	Farsight Tablet	G-Scan 2	F7SG MasterTab Pro		CJ4R	5160 CarScan Pro	Torque	ET7200	TechPRO VDS1000	MaxME-A	3896 Evolve	VCDS Prokit	ZEUS platform	TXTs with IDC5 SUPERCAR
Unit Features (continued)																			
Hard drive size	64 GB to 1 TB		32 GB	300 MB		256 GB		20 GB				46 GB	64 GB		32 GB		User defined	64 GB	256 GB
Built-in memory or memory on included SD card	4 to 8 GB		32 GB		64 GB	8 GB	16 GB	2 GB		2 GB	Built-in Memory	46 GB	●		2 GB	64 GB	User defined	Built-in solid state drive	8 GB
Multilingual	●		●	●	●		●	●		●	●	●	●			●			●
Internal battery included	●		●			●	●	●				●	●		●	●	User defined	●	●
Length of time to fully charge unit	90 minutes		180 minutes			90 minutes	120 minutes	120 minutes				5 hours	120 minutes		240 minutes	180 minutes	User defined	300 minutes	120 minutes
Length of time unit runs on one charge	5 to 8 hours		8 to 10 hours			8 hours	2 hours	8 hours				8 hours	4 hours		6 to 8 hours	4 hours	User defined	5 hours	8 hours
Unit boot-up time	10 to 12 seconds	15 seconds	20 seconds		52 seconds	15 seconds	2 seconds from standby, 10 seconds from off	8 seconds		10 seconds	10 seconds	7 seconds	25 seconds		49 seconds	60 seconds	User defined	5 seconds intant-on, 1 minute from off	45 seconds
High-resolution color screen	●		●	User defined	●	●	●	●			●	●	●		●	●	User defined	●	●
Touchscreen interface	●	●	●	User defined	●	●	●	●				●	●		●	●	User defined	●	●
Screen size	10.8" to 12.3"	7" +	8"	User defined	10.1"	13.3"	7.7"	10.5"		2.5"	3.5"	10.1"	10.1"		8"	10.1"	User defined	10"	12"
Printable vehicle diagnostic report capabilites	●	●	●	●	●	●	●	●		●		●	●		●	●	●	●	●
USB port	●		●	User defined	●	●	●	●		●	●	●	●		●	●	●	●	●
VGA port				User defined			●											Via docking station	●
HDMI port	●		●	User defined		●		●					●		Mini HDMI	●		Via docking station	●
Wireless VCI (unit-to-car capabilites)	●	●	●	●		●		●				●	●		●	●	●	●	●
Wi-Fi/Internet capable	●	●	●	●	●	●	●	●				●	●		●	●	●	●	●
Available Tool Add-Ons																			
5-gas analyzer								●											●
TPMS resets	●	●	●	●	●	●	●	●					●			●	●	●	●
TPMS relearns	●	●	●	●	●	●	●	●					●			●	●	●	●
Labscope capability			●			●	●			●								●	
J2534 reflash and pass-thru diagnostic capability	●			●	●	●	●						●			Yes, with included VCI, separate laptop and OEM software			●
Multimeter							●											●	
Software, Website, Support and Service Features																			
Manufacturer's warranty	1 year	3 years diagnostics hardware	1 year	1 year	1 year	1 year	1 year	1 year		3 years	1 year	1 year	Lifetime	1 year	2 years	Lifetime with continuous diagnostic subscription	1 year	2 years	1 year
Call-in support	904-717-1711	800-859-3282	855-288-3587	480-827-T00L	888-472-2644	877-945-6442	877-263-4897	443-380-0088		915-208-5451	800-544-4124	877-528-6249	800-622-8665	800-468-2321	877-853-3738	888-789-2602	267-638-2300		northamerica@ texa.com
Field/Rep support	●	●	●	●	●	●	●	●			●	●	●		●	●		●	●
Pay-as-you-go subscription	●		●								●			●	●				
Length of subscription	Unlimited	3 years	1 year	1 year	1 or 2 years	3 years	1 year	2 years			1 year	1 year	1 year		1, 3, 6 or 12 months	12 months includes all updates	1 year, no charge for renewal	1 or 3 years	1 year
Updatable via the Internet	●	●	●	●	●	●	●	●		●	●	●	●	●	●	●	●	●	●
Frequency of updates, if applicable	Weekly	3 times per year	Weekly	Quarterly	Weekly	Other	3 major updates per year, minor as needed	As needed		Quarterly	Other	Bi-weekly	2 to 3 months	Monthly	Weekly	At least 4 per year	As needed	Continuous	3 to 4 per year
Cost per update	Included with subscription	Free	\$795	\$450 annually	Included with subscription	\$1,999 per year	\$895	\$600		\$170	Free	\$700			Included with subscription	\$795	Free	Available via franchisee	\$595 (optional, no skip fees)
Optional repair solutions for VIN-specific fixes		●	●			●		●			●	Identifix	●		●	●		●	●
Optional diagnostic and repair procedure instructions/videos	●	●	●		●	●					●	●	●		●	●	Free via Ross-Tech Wiki	●	●
Includes the following repair information services:		ALLDATA				Autologic live support					RepairSolutions	Identifix 30-day trial	Bosch wiring diagrams, 60-day trial to Identifix, Integrates with Identifix, Mitchell 1, AllData			Identifix Confirmed Fixes, Code Assist and Symptom Assist	Ross-Tech Forum, Ross-Tech Wiki	SureTrack	TEX@info subscription
Interfaces with the following shop management systems	CCC, Mitchell, Audatex (pending)		Built-in shop management	CCC, UpdatePromise		All Windows 10-based						Access to all cloud/ web-based management systems			Interfaces with web-based or Android mobile app- based services				
Most Important Feature	Service utilizes live OEM service information, ADAS calibrations	Seamless integration with ALLDATA	Pre/post-scan	Depth and breadth of coverage	Comprehensive all- makes diagnostic scanner and support platform	Most complete integrated support solution available	Advanced ADAS functions	Most coverage from car to HD truck		Bluetooth allows operation via Android device	Bi-directional testing	Easy, fast and powerful	Enhanced bi- directional coverage with color wiring diagrams	Works with most J2534 VCIs	Flexible subscription - pay only for what you need	Full-system wiring diagrams included with diagnostics subscription	Bi-directional access to the latest VW/Audi vehicles	Intelligent diagnostics provides pre-filtered relevant data and information	Great coverage on European makes and supercars



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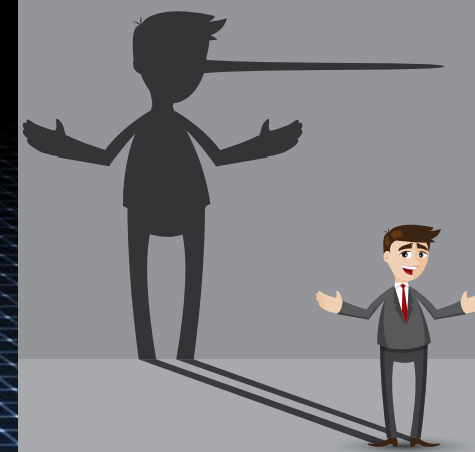
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## HEAVY DUTY

## 2018 SCAN TOOL SPEC GUIDE

COMPANY NAME	Autel	Bosch	CanDo Diagnostics	Cojali USA Inc	Diesel Laptops	FCAR Tech USA		Launch Tech USA	Mac Tools	MAHLE	NEXIQ Technologies	Noregon	Snap-on Diagnostics	TEXA USA
PRODUCT NAME	MaxiSYS MS906CV	3824 ESI[truck] Expert	HD Pro Tab	Jaltest Diagnostics	Universal Diesel Truck Diagnostic Tool	F7SN TruckTab Pro		HD Add-on Module to PAD II	ET8200-HD	TechPRO VDS1000HD powered by JPRO	Pocket HD	JPRO Professional	Pro-Link Ultra	TXTs with IDC5 TRUCK
<b>Price</b>														
\$501 to \$2,000	●			●						Software only	●	Software only		
\$2,001 to \$4,500				●	●	●		●		Full kit		Software + adapter	●	
\$4,501 to \$10,000		●	●	●								Full kit (incl. laptop)	●	●
More than \$10,000		●		●					●				●	
<b>Enhanced/Proprietary Coverage</b>														
<b>Engine Modules - Heavy Duty</b>														
Caterpillar	●	●	●	●	●	●		●	●	●		●	●	●
Cummins	●	●	●	●	●	●		●	●	●		●	●	●
Detroit Diesel	●	●	●	●	●	●		●	●	●	●	●	●	●
International/Navistar	●	●	●	●	●	●		●	●	●	●	●	●	●
Kenworth/Peterbilt (Paccar)	●	●	●	●	●	●		●	●	●	●	●	●	●
Mack/Volvo	●	●	●	●	●	●		●	●	●	●	●	●	●
<b>Engine Modules - Medium Duty</b>														
Chrysler	●	●	●	●	●	●		●	●	●	●	●	●	●
Cummins	●	●	●	●	●	●		●	●	●	●	●	●	●
Ford	●	●	●	●	●	●		●	●	●	●	●	●	●
GM	●	●	●	●	●	●		●	●	●	●	●	●	●
Hino	●	●	●	●	●	●		●	●	●	●	●	●	●
Isuzu	●	●	●	●	●	●		●	●	●	●	●	●	●
International/Navistar	●	●	●	●	●	●		●	●	●	●	●	●	●
Mitsubishi Fuso Truck of America	●	●	●	●	●	●		●	●	●	●	●	●	●
Kenworth/Peterbilt (Paccar)	●	●	●	●	●	●		●	●	●	●	●	●	●
<b>Brakes</b>														
Bendix	●	●	●	●	●	●		●	●	●	●	●	●	●
Haldex	●	●	●	●	●	●		●	●	●	●	●	●	●
Wabco	●	●	●	●	●	●		●	●	●	●	●	●	●
<b>Transmission</b>														
Allison	●	●	●	●	●	●		●	●	●		●	●	●
Eaton	●	●	●	●	●	●		●	●	●		●	●	●
<b>Scanning Functions</b>														
Reads trouble codes	●	●	●	●	●	●		●	●	●	●	●	●	●
Displays vehicle information/VIN #	●	●	●	●	●	●		●	●	●	●	●	●	●
Displays heavy duty standard codes	●	●	●	●	●	●		●	●	●	●	●	●	●
Displays heavy duty proprietary codes	●	●	●	●	●	●		●	●	●	●	●	●	●
<b>Enhanced Bi-directional Controls</b>														
Anti-lock brake system (ABS)	●	●	●	●		●		●	●	●	●	●	●	●
Automatic transmissions	●	●	●	●		●		●	●				●	●
Injector cutout	●	●	●	●	2015+ International	●		●	●	●		●	●	●
Injector programming	●	●	●	●		●		●	●	●		●	●	●
Manual/forced regeneration	●	●	●	●	OBD-II	●		●	●	●	●	●	●	●
Replace DPF/ash reset	●	●	●	●		●		●	●	●		●	●	●
SCR/DEF controls	●	●	●	●		●		●	●	●		●	●	●
Trailer brakes (ABS/EBS)	●	●	●	●		●		●	●	●	●	●	●	●
Calibrations for variable vane turbo	Cummins, Detroit Diesel, Navistar, Paccar, Mack/Volvo	Cummins, Detroit Diesel, Navistar, Paccar, Mack/Volvo	Cummins, Detroit Diesel, Navistar, Paccar	Cummins, Detroit Diesel, Navistar, Paccar, Mack/Volvo		Cummins, Detroit Diesel, Navistar, Paccar, Mack/Volvo		Cummins, Detroit Diesel, Navistar, Paccar, Mack/Volvo	Cummins, Detroit Diesel, Navistar, Paccar, Mack/Volvo	Cummins		Where applicable	Cummins, Detroit Diesel, Navistar, Paccar, Mack/Volvo	Cummins, Detroit Diesel, Navistar, Paccar, Mack/Volvo
<b>Live Data Stream - Digital</b>														
Data logging	●	●		●	●	●		●	●	●	●	●	●	●
Guided diagnostics	●	●	●	●		●		●	●	●		●	With Repair>Connect	●
Graphs live data on screen	●	●	●	●	●	●		●	●	●	●	●	●	●
Graphs multiple values on screen simultaneously	●	6	●	8	2	4		15	●	20 +	●	20 +	8	8
Auto identification by VIN #	●	●	●	●	●	●			●	●	●	●	●	●
Provides NOX values for diagnosis of emissions related failures	●	●		●	●	●		●	●		●		●	●

HEAVY DUTY

2018 SCAN TOOL SPEC GUIDE



COMPANY NAME	Autel	Bosch	CanDo Diagnostics	Cojali USA Inc	Diesel Laptops	FCAR Tech USA		Launch Tech USA	Mac Tools	MAHLE	NEXIQ Technologies	Noregon	Snap-on Diagnostics	TEXA USA
PRODUCT NAME	MaxiSYS MS906CV	3824 ESI[truck] Expert	HD Pro Tab	Jaltest Diagnostics	Universal Diesel Truck Diagnostic Tool	F7SN TruckTab Pro		HD Add-on Module to PAD II	ET8200-HD	TechPRO VDS1000HD powered by JPRO	Pocket HD	JPRO Professional	Pro-Link Ultra	TXTs with IDC5 TRUCK
Features on Unit														
Unit type	Tablet	PC tablet or PC-based	Tablet	PC-Based	PC-Based	Tablet		Tablet	Handheld	PC-based	Handheld	PC or tablet	Handheld	Tablet
Operating system	Android	Windows 7, 8 or 10	Android	Windows 10	Windows 10	Android		Android	Windows	Windows 7 or newer	Proprietary	Windows 7 or newer	Windows Mobile	Windows 10
Hard drive size	32 GB	128 GB	32 GB	256 GB	128 GB	20 GB		32 GB	64 GB	320 GB HD/128 GB SSD	8 GB	320GB HD/128 GB SSD	16 GB	256 GB
Built-in memory or memory on included SD card	32 GB	Built-in	64 GB TF	8 GB	128 GB	2 GB		32 GB	●	8 GB +		8 GB +	16 GB	8 GB
Multilingual	●	●	●	●		●		●	●	●		●		●
Internal battery included	32 GB	●	●	●	●	●		●	●		●	●	●	●
Length of time to fully charge unit	180 minutes	30 minutes	90 minutes	60 minutes	180 minutes	120 minutes		4 hours	120 minutes		2 hours	120 minutes	180 minutes	120 minutes
Length of time unit runs on one charge	8 to 10 hours		8 to 10 hours	11 hours	4 hours	8 hours		8 hours	4 hours		8 hours	8 hours	4 to 6 hours	8 hours
Unit powers off vehicle		●	●	●	●	●					●		●	●
Unit boot-up time	20 seconds	1 minute	5 seconds	15 seconds	30 seconds	8 seconds		38 seconds			20 seconds	45 seconds	25 seconds	45 seconds
High-resolution color screen	●	color, not high-res.	●	●		●		●	●		●	●	●	●
Touchscreen interface	8"	10"	10.1"	14"	●	10.5"		●	10"		5"	10"+	8.4"	12"
Print vehicle diagnostic reports capabilities	●	●	●	●	●	●		●	●	●	●	●	●	●
Requires separate laptop or PC		optional		●										
USB port	●	●	●	●	●	●		●	●		●	●	●	●
VGA port		●			●							●		●
HDMI port	●		●	●		●		●	●			●	●	●
Wireless VCI (unit-to-car capabilities)	●	●	●	●		●		●	●			●		●
Wi-Fi/Internet capable	●	●	●	●	●	●		●	●	●	●	●	●	●
Remote diagnostics	●		●	●	●	●		●				●	●	●
Available Tool Add-Ons and Cables														
3-pin Deutsch		Add-on	●	●	●			●		●	●	●	●	●
6-pin Deutsch	●	●	●	●	●	●		●	●	●	●	●	●	●
9-pin Deutsch (J1939 type 2)	●	●	●	●	●	●		●	●	●	●	●	●	●
9-pin CAT Deutsch		Add-on	●	●	●	●		●	●	●	●	●	●	●
8-pin Volvo			●	●	●	●		●		●	●	●		●
14-pin Volvo			●	●	●	●		●		●	●	●		●
Automotive 16-pin J1962	●	●	●	●	●	●		●	●	●	●	●	●	●
Mack/Volvo 16-pin J1962	●	●	●	●	●	●		●	●	●	●	●	●	●
Labscope capability	●							●						
Multimeter								●						
OBD-II	●	Generic coverage	●	●	●	●		●		●	●	●	●	●
Software, Website, Support and Service Features														
Manufacturer's warranty	1 year	1 year	1 year	1 year	1 year laptop, 2 years DrewLinQ	1 year		1 year	1 year	1 year	1 year	3 year laptop, 1 year adapters	1 year	1 year
Call-in support	855-288-3587	800-533-6127	909-226-3611	305-960-7651	888-983-1975 ext. 2	443-380-0088		877-528-6249	800-622-8665	800-468-2321	800-639-6774	U.S.-based, 855-889-5776	800-311-5452	northamerica@texa.com
Field/Rep support	●	●	●	●	●	●		●	●	●		●	●	●
Pay-as-you-go subscription	●											●		
Length of subscription	1 year	1 year	2 years	1 year	Lifetime	2 years		1 year	1 year	1 Year		1 year	None required	1 year
Updatable via the Internet	●	●	●	●	●	●		●	●	●	●	●	●	●
Frequency of updates, if applicable	As needed	3 per year	monthly	Quarterly	Quarterly	As needed		Monthly	4 months	3 to 4 per year	As needed	3 to 4 per year	As needed	3 to 4 per year
Cost per update	TBA	Annual subscription includes 3 updates - \$1,500	\$1,000	Included with subscription	\$125 per year (optional)	\$600		\$1,199.99 (does not expire)		Included with subscription	Varies	Included with subscription	\$300 to \$600 average	\$795 (optional, no skip fees)
Troubleshooting	●	●	●	●	●	●		●	●	●		●	●	●
Optional diagnostic and repair procedure instructions/ videos	●	●		●	●			●	●	●		●	●	●
Includes the following repair information services	Available on tablet with purchase of service	Available Bosch troubleshoot/repair suite	truckfaultcodes.com	Jaltest info online	DTC solutions, knowledge base, truckfaultcodes.com			1 year warranty	Proprietary wiring diagrams, technical data and DTC lookup	NextStep		NextStep (optional)	Michell 1 Repair Connect subscription	TEX@info subscription
Most Important Feature	Affordable diagnostics and services for HD vehicles	North American HD truck coverage, bidirectional controls	Class 4-8 and off-highway in one tool	Intuitive all-makes, all-models, one tool	Universal diagnostic capabilities on trucks and auto	More bidirectional functions and all truck coverage		The best enhanced aftermarket HD coverage available	Industry-leading HD and AG coverage with repair information	Auto-identify all modules for fast/ easy diagnosis/repair	All Makes DPF Regen	Fault to fix in a single diagnostic connection	Multiple module connection, view overall vehicle health	Unbeatable hardware/coverage, optional updates, off-highway avail.



# COMPANY DIRECTORY

**AirPro Diagnostics**  
airprodiagnostics.com

**CAS of New England**  
oemtools.com

**Matco Tools**  
matcotools.com

**ALLDATA**  
alldata.com

**Cojali USA**  
jaltest.com

**NEXIQ Technologies**  
nexiq.com

**Autel**  
autel.com

**Diesel Laptops**  
diesellaptops.com

**Noregon Systems**  
noregon.com

**AutoEnginuity**  
autoenginuity.com

**FCAR Tech USA**  
fcarusa.com

**OTC, Bosch Automotive Service Solutions**  
otctools.com

**Autoland Sciencetech**  
autolandsciencetech.com

**Injectronic**  
injectronic.com

**Ross-Tech**  
ross-tech.com

**Autologic Diagnostics**  
autologic.com

**Innova**  
innova.com

**Snap-on Diagnostics**  
diagnostics.snapon.com

**Automotive Test Solutions**  
automotivetestsolutions.com

**Launch Tech USA**  
launchtechusa.com

**TEXA USA**  
texausa.com

**Bosch Diagnostics**  
boschdiagnostics.com

**Mac Tools**  
mactools.com

**Zurich**  
zurichdiagnostics.com

**CanDo International**  
candointl.com

**MAHLE Service Solutions**  
servicesolutions.mahle.com

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**IN THE UNITED STATES DISTRICT COURT  
FOR THE SOUTHERN DISTRICT OF TEXAS  
HOUSTON DIVISION**

**Repairify, Inc., d/b/a asTech,**

***Plaintiff,***

**v.**

**AirPro Diagnostics LLC,**

***Defendant.***

§  
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§  
§  
§  
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§

**CIVIL ACTION NO. 4:19-CV-1370**

**[PROPOSED] ORDER GRANTING  
PLAINTIFF'S APPLICATION FOR PRELIMINARY INJUNCTION**

THIS MATTER comes before the Court on Plaintiff Repairify, Inc.'s, d/b/a asTech, ("asTech") Application for Preliminary Injunction (the "Motion") (ECF No. \_\_\_\_), under Federal Rule of Civil Procedure 65, against Defendant AirPro Diagnostics LLC ("AirPro" or "Defendant").

Based on the facts and authority set forth in the Complaint (ECF No. 1); the Motion; any opposition papers filed by AirPro; and any oral argument and evidence submitted by counsel, the Court hereby finds that: (1) asTech has a substantial likelihood of success on the merits of its false advertising claims against Defendant under the Lanham Act, 15 U.S.C. § 1051 *et seq.*; (2) asTech will suffer immediate and irreparable harm if no injunction is granted against Defendant; (3) asTech's injury from Defendant's actions outweighs any harm caused to Defendant as a result of the injunction; and (4) the injunction is not adverse to the public interest. This Court further finds that asTech has duly provided notice to Defendant of its Motion.

WHEREFORE, the Court hereby GRANTS asTech's Motion and enters the following ORDER:

1. Enjoining AirPro and each of its officers, agents and servants, employees, attorneys, and all others in active concert of participation with them, from making false or misleading statements regarding asTech, asTech's remote diagnostic device (the

“asTech Device”), and AirPro’s remote diagnostic device (the “Airpro Device”), including, without limitation, the following statements:

- a. Statements that state or imply that AirPro’s founders have inside knowledge of the current asTech Device;
  - b. asTech does not provide “Evergreen Warranty – Tool Replaced When Hardware Improvements are Made at No Cost”;
  - c. “Scan Results” that purportedly show the asTech Device “missed an Airbag safety system code” and “missed code C1280 engine circuit malfunction”;
  - d. “From the time of submission of a scan request, our technicians will remote into the AirPro attached to the vehicle within 10 minutes”;
  - e. “Because of the fluctuations in internet connectivity, Astech [sic] is limited in its ability to remotely perform many ADAS calibrations” and has a “limited” ability “to Program and Flash Modules In-house”;
  - f. “The asTech device is NOT a scan-tool . . . Scan-tool functions and capabilities are reduced to less than their original design when converted and transmitted in this manner [i.e., using asTech’s method]”;
  - g. The graphic labeled “Truth Campaign,” which purports to compare asTech and AirPro, and falsely states that AirPro has full original equipment manufacturer (“OEM”) factory scanning capabilities because of the “OEM Scan Tool Software Applications resident directly on the AirPro Tool”;
  - h. The claim that AirPro “Services all 2019 and Prior Year Vehicles (except Tesla No Excuse Chart!)” while asTech does not service these vehicles;
  - i. The claim that the asTech “Delays Scan Tool and Vehicle Data Responses by Adding Negative Response Codes into Data Stream Which Can Skew Results”;
  - j. Claims that the asTech Device is unreliable, unsafe, and/or that OEM engineers have found the device to be unreliable;
  - k. The claim that AirPro has the same software as the OEM has;
  - l. The AirPro website comparison chart that lists various asTech capabilities in red as “Unknown” (the same color used where a device supposedly does not have the capability), and then lists “Yes” for the same capabilities for AirPro in green.
2. Requiring AirPro to retract the above false and misleading statements from its website; and



3. Enjoining AirPro from using the ASTECH trademark as part of a paid search result through Google or any other online search engine.

The Court further ORDERS asTech to post a security bond in the amount of \_\_\_\_\_,

which this Court finds is sufficient and proper under Federal Rule of Civil Procedure 65(c).

ENTERED this \_\_\_\_\_ day of \_\_\_\_\_, 2019.

\_\_\_\_\_  
United States District Judge

Submitted by:

Yasser A. Madriz

/s/ Yasser A. Madriz