

# Code Reader™

## HANDHELD SYSTEM



## USER GUIDE Version 2.1

**Rennacs®**

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## **Congratulations on your purchase of the Rennacs CodeReader™**

The Rennacs CodeReader is the simplest and most universal fault code reader and information tool available.

In any vehicle diagnosis or vehicle inspection, always begin with reading the vehicle computer diagnostic fault codes. The CodeReader is an advanced tool that provides all the necessary information to automatically read Engine, Transmission, Antilock Braking and Restraint System codes, eliminating laborious and unreliable manual methods of the past.

The extraction of vehicle fault codes is important because they can alleviate the searching time involved in diagnosis. The CodeReader is the perfect tool to quickly read vehicle fault codes and give you a diagnostic starting point.

If no vehicle fault codes are indicated, this information is also important because it means that all monitored sensors and actuators are operating within an acceptable range.

At times, some vehicles have faults, which are not obvious to the driver. These faults are often detected by the vehicle computer and the vehicle computer is sophisticated enough to bypass the circuit or component at fault, making the vehicle appear to be running in perfect order. The concern is that these vehicles that have faults lying undetected, may cause further problems over time. The CodeReader can detect these faults, and the fault can be remedied before major problems occur.

By using the CodeReader on vehicles regularly during tune-ups, vehicle inspections and general service work, it will quickly become an essential tool giving you the information you need quickly and simply.

# Getting Started with the CodeReader™

## Finding your way around the Handspring Visor Handheld



## What information does the CodeReader™ give?

The CodeReader is dependent on the vehicle being tested for the accuracy, amount and speed of information provided.

These are the important information and features, which the CodeReader will provide the user:

- \* Type and location of the diagnostic connector (DLC).
- \* Information and instructions to enable “diagnostic mode”
- \* Fault codes are read automatically and displayed with full descriptions on screen.
- \* Fault codes and descriptions can be saved for future reference.
- \* Fault codes and descriptions can be printed along with customer and garage details.
- \* Information and instructions to erase fault codes from vehicle memory.

## Insert the Plug-in Printing Module

- \* Remove the plastic panel at top rear of Visor Handheld and insert the CodeReader Plug-in printing module.
- \* Insert the CodeReader 2 meter cable into the printing module (parallel port)

## Turning the Visor Handheld On

- \* Click the button on lower left side with the green dot. (ON button)
- \* The first time on after fitting batteries will take you through a series of setup menus, follow instructions on screen to set time, timezone, date, etc.
- \* The ON button will always start at the most recent screen.



ON Button

## To Navigate Around the Visor Handheld

- \* With the stylus, (pen-like device on right side of Visor Handheld) gently **Tap** on the title, arrow or image you require.
- \* Tapping the “Home” icon (house diagram) will always return you to a main Visor menu.



## Typing Text into Visor Handheld

- \* The easiest way to enter text is to tap either the “abc” or “123” icon on the lower corners of the handheld screen.
- \* A keyboard will “pop-up”, type in the text you require and tap ‘Done’ when typing is completed.
- \* Text is required when Saving, printing or making notes for your own reference.



**Note:** Refer to page 5 for location of the Handheld components and icons. Keyboard icon

## To Find the CodeReader™ Program

- \* Look for the Program you want to select such as “Asian-EFI”.
- \* You may have to tap once or more in the “Home” icon on the lower left hand corner to move to the correct menu.
- \* Click once on this image and you will go to the CodeReader Main Menu screen.
- \* You can create an individual menu/category for CodeReader by tapping on the drop-down form at top right corner of screen. Highlight “edit categories” then tap on “new”.
- \* To place the CodeReader software in the new category, select the ‘drop-down’ icon from a Handspring main menu and choose ‘Category’. Each file has a drop down box, select the correct category.



## Using CodeReader™ program for the first time

Drop-down menu icon

- \* When each new software program is used for the first time a 14 digit unlock code is required and must be entered for the program to operate. This unlock code will be provided by your supplier upon purchasing. Simply type in the correct unlock code on the keyboard that ‘pops up’ on screen.
- \* A separate unlock code will be required for each CodeReader software module. For example the Asian-EFI unlock code will be different to Asian-Transmission.
- \* When entering each CodeReader program for the first time it is recommended you fill in your garage details.
- \* When in a CodeReader main menu tap the window icon in lower left-hand corner of screen and select **Setup** in the drop down window. Enter Garage details and tap **OK**. **These details will be displayed on the customer printout.**
- \* **Note: This will need to be done in each CodeReader program**

## Create a ‘Backup’ of all software

- \* Remove the CodeReader plug-in printing module and insert the Handspring Backup Module.
- \* Press ‘Backup now’ **\*\*DO NOT PRESS Restore\*\***
- \* This will save all your personal details (including garage details and unlock codes) as well as backup all software.
- \* Remove the Backup Module and store in a safe place; refit the CodeReader plug-in printing module.
- \* The Backup Module should not be left plugged into the Visor Handheld.

## CodeReader™ Help

- \* While you are in the CodeReader program you can get help by pushing on the ? at the top right hand corner of the screen.



CodeReader Help icon

### Checking Battery Life

- \* When in the CodeReader main menu there is a battery symbol next to the ? at the top right hand corner. The icon itself will display the battery level.
- \* Tap on the icon once for battery level percentage.



Battery level icon

### Other Information

- \* The round press button at the top of the CodeReader plug-in module is not programmed to perform any function.
- \* For correct operation the 2-meter cable must always be connected to the plug-in module
- \* Ensure the CodeReader is OFF before removing or inserting the plug-in printing module.

## Using the CodeReader™ Components

### CodeReader™ Wire Cable

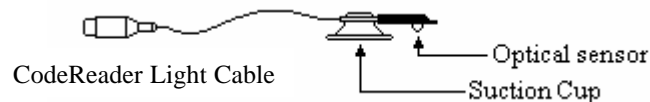
The Wire Cable is required where the vehicle does not communicate via a Check Light. Loose terminals must be pushed on to the diagnostic connectors to allow safe and easy connection for the Red Clips of the Wire Cable. The Red Clips of the Wire Cable can be connected to either terminal, as polarity is not important. For vehicles that require a Wire Link also, be careful to ensure that the pins are connected to the correct terminals shown on screen. If you need to ground a terminal, always connect to a clean ground with the Black Jumper Cable supplied. Never connect the Red Clips to a voltage source greater than 15 volts.

CodeReader Wire Cable



### CodeReader™ Light Cable, Suction Cup, Black Cloth & Adapter Block

The Light Cable is the most common method the CodeReader uses to communicate with the vehicle. This is done via an LED or Check Light of some description. It is important to position the suction cup in such a way that the Optical Sensor is positioned directly over the Check Light or LED. Or at a 90° angle to the Check Light especially if there are lights next to it. Hold the suction cup in place with a drop of water from the water bottle on the suction cup. Cover the instrument cluster or the vehicle computer with the Black Cloth. This will ensure no external light will affect the optical sensor, which may cause false readings from the check engine light or the vehicle computer LED's.



The cloth may need to be pushed into gaps to block any external light and if conditions are windy ensure the black cloth remains firm. Do not drape either the Light Cable or the cloth over the engine or hot surfaces. For further information, see “**Positioning the Optical Sensor Correctly**”. The small black plastic cube fitted to the end of the Optical Sensor is designed for removal under some circumstances. Refer to ‘**Using the Optical Sensor Adapter Block**’.

### **Care of the CodeReader™ Light Cable**

- \* The suction cup and the optical sensor need to be kept clean with the use of a soft dry cloth. Do not use solvents.
- \* Remove the suction cup by carefully breaking the vacuum seal. Do not remove it by pulling on the attached wire cable.
- \* Cloth Care: Do not remove the approved cloth from the attached Light Cable. Replacement is essential if lost or damaged and only approved cloth should be used.
- \* attached cord unless damaged. Replacement is essential and only Code Reader approved cloth should be used. Any other material may cause false readings.

### **CodeReader™ 2 meter cable**

The main CodeReader cable (grey) is specifically coded to your CodeReader, each time a program is used the CodeReader will check for the presence of the correctly coded cable. Therefore, it is important that the cable is always plugged in when using the CodeReader software programs.

- \* Take care when plugging and unplugging the cable to the CodeReader
- \* Avoid running the 2 meter cable alongside or over power cables or any cable carrying changing voltages.
- \* Never drape or run the computer cable across the engine as electrical noise from the high tension leads and various actuators may cause false readings.

### **Wire Links**

The Wire Links are used in most vehicles to enable diagnostic mode of the electronic system.

- \* The CodeReader program will inform the user which wire link to use on each specific vehicle.
- \* The wire links are colour coded for identification.
- \* The Red wire link has a built in circuit protection feature, the possibility of electronic damage through incorrect fitting is greatly reduced.

Please replace with only CodeReader approved parts.

### **Loose Terminals**

The Loose Terminals are used as an extension of the diagnostic connector pins / terminals. They are fitted to ensure a secure connection for the Red Clips and as a precaution against accidental shorting of pins.

## Black Jumper Cable

The Black Jumper Cable can be used as an extension for the Red Clips or coloured Wire Links. And as an earth cable when used with a loose terminal.



Black Jumper Cable

## Water Bottle

Add a drop of water to the Optical Sensor suction cup to ensure it attaches securely to the instrument cluster face.

Refill the water bottle when empty with water and a few drops of bleach.

## Metal Bracket and Magnetic Strip

These can be used together or separately to assist in the positioning of the light cable over difficult to access computer LED's. The casings of some ECUs are rough cast aluminum and the surface is not suitable to mount the Optical Sensor.

- \* The Magnetic Strip provides a smooth surface for the suction cup to attach on.
- \* The Metal Bracket can be used to provide a secure mounting point for the magnetic strip.

## Handspring Backup Module (Instructions may vary for other backup / memory modules)

The Backup Module enables the user to have a permanent copy of all software programs and regularly backup any information stored on the Handspring Visor; i.e. saved tests, addresses, notes and telephone numbers.

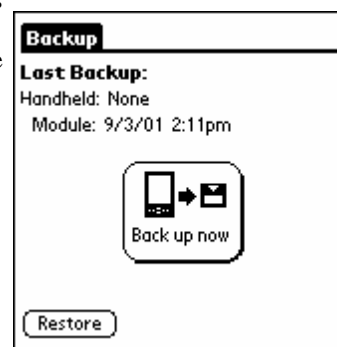
The Backup Module avoids flat battery issues. If for any reason the memory is erased, the 'Restore' function will reload the handheld to the same functionality when last backed up. When you receive your CodeReader, create a backup of your system and store the backup module in a safe place.

It is recommended that backups be created monthly if data is being added to the software, i.e. saved tests, phone numbers, etc.

**Note: A new 'Backup' will overwrite a previous one.**

## Restoring the system to a previous Backup

You will need to carry out a restore function when for some reason data has been lost, this is ideal when batteries have gone flat or been removed. The 'Restore' function will overwrite any existing data with the data stored on the backup module.

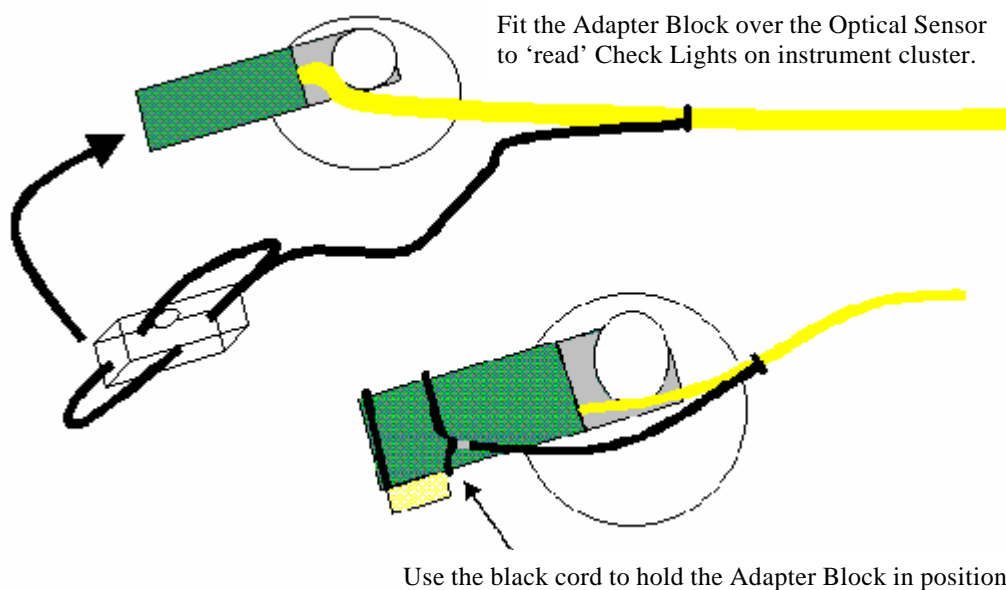


Shot of 'Backup' screen

### Using the Optical Sensor Adapter Block

The Optical Sensor Adapter Block is the small black cube fitted over the optical sensor. It is used to shield the sensor from interference of nearby light sources. The instructions will remind the user to have the Adapter either fitted or removed.

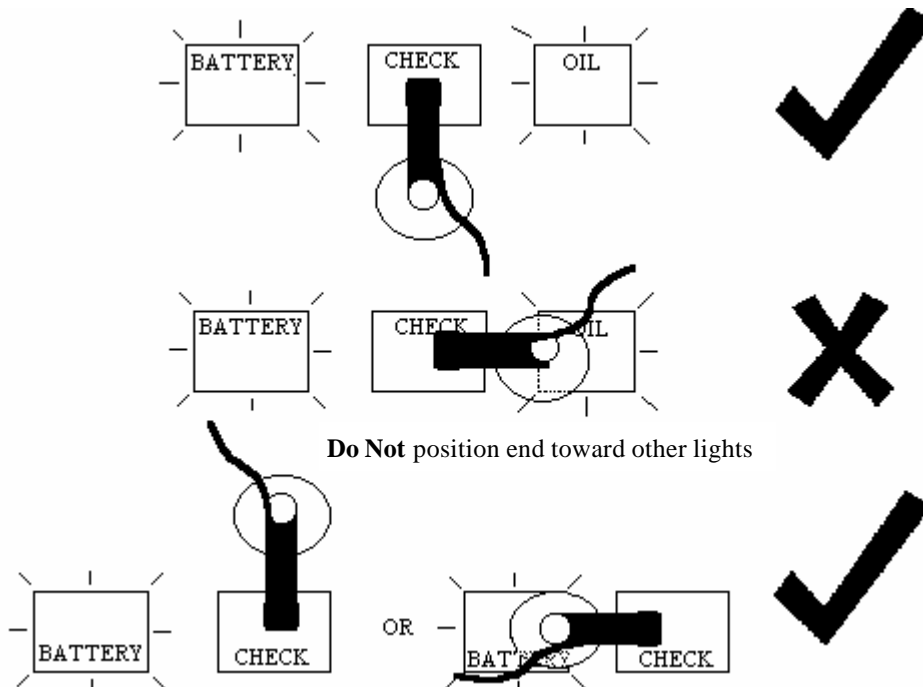
The adapter block should be used for reading any 'Check Lights' on the vehicle instrument cluster. It must be **removed** for reading LED's inside vehicle computers.



### Positioning the Optical Sensor Correctly

- \* Before attempting to attach the suction cup to the instrument cluster, sure the clear surface is free from dust.
- \* Depending on vehicle being tested (refer to on screen instructions), ensure the adapter block is either removed or fitted correctly.
- \* To attach the suction cup of the optical sensor, add one drop of fluid from the water bottle into the plastic cup and securely fasten it to the clear surface of the instrument cluster.
- \* Ensure the suction cup is securely fastened to the instrument cluster. Incorrect readings will result if the sensor is moved during the test.
- \* It is easier to position the optical sensor accurately with the 'Check Light' illuminated. A 'prove out' by turning the ignition on will confirm the accuracy of the installation.
- \* (continued on page 12)

- \* **Line up the optical sensor, (located under the black cube) not the suction cup with the light being read.**
- \* **Do not** face the end of the optical sensor towards a light source.
- \* Turn off any lights immediately next to the 'Check Light', if possible.
- \* Position the optical sensor at 90 degrees to the lights close to the 'Check Light' that can not be turned off easily, e.g. Oil, Charge, Etc. This will allow the optical sensor to read **only** the required 'Check Light'.
- \* **If there are lights that turn on or off during a CodeReader test, it is essential to either wait for them to extinguish or turn on, before running the test.**
- \* If the 'check' light is not very bright, the positioning of the optical sensor is crucial, it will have to be directly lined up both horizontally and vertically.
- \* If the diagnostic light is very bright (possibly red) the CodeReader may struggle to receive a correct reading, try deliberately moving optical sensor slightly off the correct line if necessary.
- \* If the diagnostic light on the instrument cluster is not very bright, (possibly orange) try removing the Optical Sensor Adapter Block. This enables the optical sensor to receive as much light as possible.



# Using the Rennacs CodeReader™ Program

## Preparing Vehicles for Testing

Important information for preparing the vehicle for testing

- \* Drive the vehicle (if at all possible) for several minutes at speeds above 30 km/h.
- \* Ensure vehicle has reached operating temperature. For an EFI test, the Oxygen (lambda) sensor must be at its operating temperature.
- \* Battery must be in a 'charged' state. Battery voltage below 11v may not enable vehicle to store or transmit fault codes.
- \* Throttle should be in the closed position.
- \* Accessories must be off. (Headlights, Air Conditioning, Etc.)
- \* Full instructions for "Preparing Vehicles for Testing" are contained in the on screen help menu. Go to ? (Help)- **Getting Started.**

## Testing Vehicles

- \* Attach the 2 meter cable to the plug-in module on the back of the handheld. (The CodeReader cable can be stored permanently plugged in to the module).
- \* In the Vehicle Menu select the appropriate vehicle make and year.
- \* The instruction screen will tell you specifically if you require the CodeReader Light Cable or the Wire cable.(Red clips) - Refer to "**Using the CodeReader components**"
- \* Carry out vehicle preparations as specified.
- \* Read and follow the screen instructions to test for fault codes present or stored in the vehicles computer memory.
- \* Tap **START** to begin reading codes, **CANCEL** will be displayed when communication is taking place. Tapping **CANCEL** will interrupt the test
- \* The CodeReader may take 20 seconds to more than 2 minutes to either read the first fault code, or, display no fault codes present. The amount of delay is dependent on the vehicle diagnostic system, not the CodeReader.
- \* To ensure all fault codes have been read, wait until either the 'last fault code' message, or 'no fault codes present' message appears on the screen.
- \* You can remove the "Print and Save, Erase, Etc" "pop-up" box the after the last fault code message is received, by tapping Cancel, this will enable full viewing and scrolling (if necessary) of the code list. Codes should be saved and printed before canceling the box.

## Saving the Fault Codes

**Saving will enable the user to access the information retrieved from a CodeReader test**

- \* When "Last fault code" or "No fault codes" has been displayed on screen, tap on the "SAVE" icon that 'pops up' at bottom of screen.
- \* Fill in the required details before saving. Vehicle Rego, Customer, Etc.

Saving is particularly useful when a customer requires a repair carried out at a later date or if the printed copy has been lost. The saved record can be printed.

#### **Accessing and printing saved records.**

- \* Select 'Open Record' from the vehicle menu in the program the test was saved from e.g. ABS.
- \* Select the appropriate file and tap 'Load'. 'Delete' will individually remove any unnecessary files.
- \* Tap 'Print' once the correct file has been loaded. (refer to **Printing the Fault Codes**)

#### **Printing the Fault Codes**

**Printing will enable you to supply customers with their own copy of information retrieved during the CodeReader test.**

- \* When "Last fault code" or "No fault codes" has been displayed on screen, tap on the "PRINT" icon that 'pops up' at bottom of screen.
- \* Fill in the required details that will display on the printout. Vehicle Rego, Customer, Etc.
- \* Disconnect the CodeReader (grey) cable from the printer port of the plug-in module.
- \* Connect the cable of the printer to the CodeReader printer port.
- \* Ensure printer is powered on and on-line. Press 'Print'
- \* Remember to disconnect the printer cable immediately after printing.

Note: The CodeReader is currently not programmed to print to Lexmark brand printers.

#### **Erasing Fault Codes**

**Fault codes should be erased after every CodeReader fault code test.**

For specific instructions on how to erase fault codes, refer to "erase codes" in program. Some vehicles have very specific procedures to follow for the fault codes to be erased. Others are cleared by removing the voltage supply to the vehicle ECU. On these vehicles the ECU 'Keep Alive Memory' is fed with a constant 12 volts from the battery, which allows faults to be retained in memory with the key off.

Please follow these steps when battery requires disconnecting, although the best option is to remove the fuse that supplies the vehicle computer with a constant 12 volts from the fuse panel.

- \* Lower the driver's window. (In case of doors locking automatically)
- \* Ensure the ignition is in the OFF position (remove key if necessary).
- \* Disconnect the battery negative terminal for up to 1 minute.

#### **Relearning ECU parameters (EFI only)**

Modern vehicle ECU's adapt or learn the current condition of the engine by storing current engine parameters in memory. After disconnecting the negative battery terminal the engine may not idle smoothly or run particularly well until the ECU has relearned the current engine condition.

**To restore performance and help the ECU relearn:**

- \* Warm the vehicle to normal operating temperature.
- \* Idle the vehicle for several minutes with accessories off
- \* Idle the vehicle for several minutes with transmission in D (auto only) with accessories on.
- \* Drive the vehicle with part open accelerator. Only use moderate acceleration.

**This procedure must be performed before any further fault code reading.**

### Confirming Fault Codes

- \* Always confirm the Fault Codes before further diagnosis.
- \* **Save and Erase** Fault Codes as in the procedure previously explained.
- \* Road test the vehicle to attempt to simulate the conditions under which the original fault occurred.
- \* Run the CodeReader test again to check for any Fault Codes.
- \* An intermittent fault is indicated if the original Fault Code is not set.

### Causes of Intermittent Codes

- \* The serviceability of the wiring harness, grounds and connectors should be checked.
- \* Some faults can be present under certain conditions only.
- \* High voltage ignition wiring must be routed properly.
- \* The ignition system should be in correct working order
- \* Non standard accessories should be checked for correct installation.

### Infrequent use of the CodeReader

#### Preserving battery life

For any reason, should the CodeReader be not used frequently, (less than once per month) it is possible to completely remove the batteries between uses. This will ensure the batteries are always in good condition when required.

Note: A 'Backup' should be carried out prior to removing batteries if you require the 'saved records' to be retained.

#### Restoring to use

When the CodeReader is required, simply insert a pair of quality (alkaline or lithium) 'AAA' batteries into the rear of the handheld and turn on.

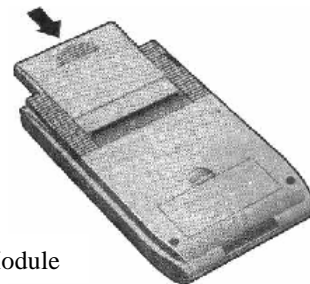
You will be required to follow the instructions on screen to calibrate the handheld and set time, date, etc. It is essential that the date be adjusted correctly as this is displayed on the CodeReader printout.

Replace the CodeReader plugin module with the Backup Module.

The 'Backup' icon will appear, simply tap 'Restore' and follow the instructions on screen.

**DO NOT press 'Back up now'.**

Now remove Backup Module and replace with the CodeReader plugin module.



The Backup Module

# Warnings

## Batteries

- \* If batteries are allowed to go flat, the software will be deleted. To avoid this when the low battery signal is indicated replace batteries immediately.
- \* It is recommended that a spare set of batteries be stored in the CodeReader case.
- \* Use quality Lithium or Alkaline batteries for best results.
- \* Software will be deleted if batteries are removed for longer than 5 minutes.

## Backup Module

When the Backup Module is inserted, two options are displayed on the screen; “Backup” or “Restore”. Be very careful to use the correct function, the wrong choice in both cases will lose data!

- \* Backup is used when system is functional and a backup of files is desired.
- \* **DO NOT PRESS RESTORE**
- \* **Restore ONLY when software or files have been lost. DO NOT PRESS BACKUP**

## Reloading Software

You will need to Restore the system to a previous Backup when for some reason data has been lost, this is ideal when batteries have gone flat or been removed. The ‘Restore’ function will overwrite any existing data with the data stored on the backup module.

## If Visor Handheld Freezes (Locks Up)

- \* You need to reset the Visor by pushing the Reset button. Turn the Visor over and you will see a small hole with RESET printed beside it. Insert one end of a paper clip into this hole and push gently until a slight click is felt then release.
- \* It is important that the handheld is not stored or put away when locked up (even in the off position).

## Do not disconnect the Plug-in Printing Module

- \* When the CodeReader program is in operation, DO NOT remove the Module. Ensure it is fully inserted at all times of use.
- \* Only remove or insert module when CodeReader is turned **OFF**.
- \* **Do not remove the plug-in module when batteries are very low.**

## Storing the CodeReader™

- \* When the CodeReader is to be stored or is not in regular use, it is recommended that the plug-in printing module be removed from the CodeReader unit.
- \* Ensure that the system is “backed up” to the Backup Module, particularly if there are saved files and customer details that you have added to the system. Batteries can then be safely removed.
- \* Do not store with Backup Module inserted.

### **What to do when warnings or false readings are given.**

The CodeReader system is proven to be very reliable however some vehicles are dependant on the user for an accurate result.

#### **When carrying out tests using the light cable:**

If for any reason the test results are inconsistent, or if 'unknown fault codes' are displayed, please visually count the 'check' light flashing and compare with results. This will identify whether the problem lies with an incorrect vehicle/model selection or an optical sensor accuracy concern.

#### **The following tips will alleviate most incorrect readings.**

- \* Ensure correct vehicle has been selected (connector and year) Where vehicle is near a changeover date try selecting the other date. There may be variations in build dates of vehicles due to manufacture for different markets.
- \* Ensure external light (or change in light levels during test) is not affecting the reading. Black cloth should cover the entire instrument cluster.
- \* Ensure no lights near to the diagnostic light are turning on (or turning off) during the test. Lights constantly on don't normally give trouble but be aware of lights changing state during the test.
- \* Try repositioning the optical sensor on instrument cluster, line up optical sensor both vertically and horizontally with the 'check' light. This is crucial if the light is dim.
- \* If the diagnostic light is very bright (possibly red) and CodeReader struggles to receive a correct reading, try deliberately moving optical sensor slightly off the correct line. Some lights are too bright and the optical sensor 'saturates'.
- \* If the diagnostic light on the instrument cluster is dim, (possibly orange) try removing the Optical Sensor Adapter Block. This enables the optical sensor to receive as much light as possible.

**Note: Always monitor the 'receiving data' icon (lower LH corner) during the test, this should display the 'check' light operation in real time .**

### **Manual Code Entry**

Rennacs have identified some vehicles with very dim 'check' lights which the CodeReader may not display a correct code. Please follow the steps under "**What to do when warnings or false readings are given**" above before following this procedure.

A feature in some specific CodeReader tests is the option to type the fault code manually into the program.

- \* When in the 'fault code screen', tap the 'drop down' menu button then select 'Options' and tap on 'Manual Code Entry'.
- \* Enter the code the 'check' light is flashing by tapping on the box next to 'Fault code number'
- \* Tap 'Add to code list' after manually entering each code. This display codes in the usual style in the fault code screen.
- \* Saving and Printing of codes can be done normally.

## **Testing the CodeReader™ System**

### **How to test the functionality of the CodeReader™ Light and Wire Cables.**

1. Open the CodeReader program.
2. At the main menu, select any vehicle and move to the fault code screen.

#### **For testing with the Light Cable**

- \* Connect the CodeReader Light cable to the 2 metre cable plugged into the handheld.
- \* Completely cover the light sensor with your hand ensuring complete darkness.
- \* Slowly open and close your hand allowing the sensor to detect light and dark. Continue process and go to step 3.

#### **For testing with the Wire Cable**

- \* Connect the CodeReader Wire cable to the 2 metre cable plugged into the handheld.
  - \* Obtain a 9 volt battery.
  - \* Attach one Red Clip of the Wire Cable to a battery terminal.
  - \* Use the other Red Clip and touch the other battery terminal off and on. Continue process and go to step 3.
3. Press START to begin test
  4. Watch the lower right corner of the screen. The 'Receiving Data' icon will display if the components are correctly connected and the cables are working properly.

**Ensure the 'Receiving Data' is responding correctly but please ignore any other messages that appear on screen.**

## **Precautions using the CodeReader™**

- \* Always use a push on terminal before connecting the red clips of the wire cable.
- \* Never connect the red clips of the wire cable to any other points other than the positions shown on screen instructions.
- \* Do not crank the engine for long periods if the vehicle is equipped with a catalytic converter. There is a danger of damaging the converter or an explosion.
- \* Do not short adjacent pins together on the diagnostic connector.
- \* Never use split pins or paper clips in place of the CodeReader Coloured Wire Links. If Wire Links are lost, contact your vendor for replacement parts.
- \* Never disconnect the negative battery terminals with the ignition on or engine running.
- \* Never disconnect the ECU or sensor connectors with the ignition on or engine running.
- \* Record radio presets and obtain pin numbers before disconnecting battery terminals.
- \* Do not connect a low impedance (Bulb type) test light across the diagnostic connector or for testing sensors.
- \* Only use a high impedance voltmeter or test light (LED type).
- \* Keep the CodeReader cable away from moving engine parts or hot objects.
- \* Never charge the battery in the vehicle with the CodeReader connected.
- \* Never attempt to repair or modify any CodeReader components.



## **Contact Information**

### **For sales and customer service contact:**

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### **For general information and for latest software:**

Visit <http://www.rennacs.com>

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