Clarke®

ENGINE FAULT CODE READER

MODEL NO: COBDIIR

PART NO: 4501138

USER INSTRUCTIONS

UK CA CE

ORIGINAL INSTRUCTIONS

DL0623 Rev 1

INTRODUCTION

Thank you for purchasing this CLARKE Engine Fault Code Reader.

Please read this manual thoroughly, before attempting to operate and carefully follow all instructions given.

It is vitally important that ALL precautions are taken, as specified, which will not only provide protection for yourself and that of others around you, but will also ensure that the code reader will give you long and satisfactory service.

GUARANTEE

This CLARKE product is guaranteed against faulty manufacture for a period of 12 months from the date of purchase. Please keep your receipt as proof of purchase.

This guarantee is invalid if the product is found to have been abused or tampered with in any way, or not used for the purpose for which it was intended.

Faulty goods should be returned to their place of purchase, no product can be returned to us without prior permission.

This guarantee does not effect your statutory rights.

ENVIRONMENTAL RECYCLING POLICY

Through purchase of this product, the customer is taking on the obligation to deal with the WEEE in accordance with the WEEE regulations in relation to the treatment, recycling & recovery and environmentally sound disposal of the WEEE.

In effect, this means that this product must not be disposed of with general household waste. It must be disposed of according to the laws governing Waste Electrical and Electronic Equipment (WEEE) at a recognised disposal facility.

If disposing of this product or any damaged components, do not dispose of with general waste. This product contains valuable raw materials. Metal products should be taken to your local civic amenity site for recycling of metal products.

PRODUCT OVERVIEW

1	LCD Display	6	Up Button
2	Green LED: Indicates correct engine operation, no Diagnostic Trouble Code (DTC)	7	Enter Button
3	Yellow LED: Indicates a possible problem. Some diagnostics could not be performed and/or a DTC is pending	8	Down Button
4	Red LED: Indicates a problem with the engine. The MIL (Malfunction Indicator Light) may be on.	9	OBDII 16 Pin Connector
5	Back Button		

SPECIFICATIONS

Model Number	COBDIIR
Operating Voltage	8V - 25V
Operating Current	52mA
Operating Temperature	0°C to 50°C
Storage Temperature	-20°C to 70°C
Display	128 x 64 Dot Matrix Monochrome Screen, White Backlight
Dimensions (LxWxH)	112mm x 70mm x 22mm
Weight	168g

FUNCTION DESCRIPTION

1. Dual system diagnostic, optional engine and transmission.
2. Quickly indicate engine faults with green/yellow/red LED indicators as fault lights
3. Read or clear the engine fault code and view DTC definition.
4. Display of sensor data stream information, supporting 249 types of parameters
5. View freeze frame data and I/M status information.
6. Read vehicle information:
   - Vehicle Identification Number (VIN)
   - Calibration Identification Number (IDs)
   - Calibration Verification Number (CVNs)
7. Multi Language (English, Spanish, French, German, Polish, Finnish, Italian, Dutch & Russian).
8. Code Compliant: OBDII, EOBD & JOBD
9. Protocols Supported: SAE J1850 VPW, SAE J1850 PWM, ISO 9141-2, ISO 14230-4(KWP FAST), ISO 14230-4(KWP 5BAUD), ISO 15765-4(CAN 11/250), ISO 15765-4(CAN 11/500), ISO 15765-4(CAN 29/250), ISO 15765-4(CAN 29/500).

SAFETY PRECAUTIONS

PLEASE READ BEFORE USING THIS UNIT

1. **ALWAYS** perform automotive testing in a safe environment.
2. **ALWAYS** wear approved safety eye protection.
3. Keep clothing, hair, hands, tools, test equipment, etc, away from all moving or hot engine parts.
4. Operate the vehicle in a well-ventilated work area; Exhaust gases are poisonous.
5. Put chocks on drive wheels and **NEVER** leave the vehicle unattended while running tests.
6. **ALWAYS** use extreme caution when working around the ignition coil, distributor cap, ignition wires and spark plugs. These components create hazardous voltages when the engine is running.
7. Put transmission in **PARK** (for automatic transmission) or **NEUTRAL** (for manual transmission) and make sure the parking brake is engaged.
8. Keep a fire extinguisher suitable for gasoline/chemical/electrical fires nearby.
9. **DO NOT** connect or disconnect any test equipment with ignition on or engine running.

CARE AND MAINTENANCE

Keep the code reader dry, clean and free from oil, water and grease. Use a mild detergent on a clean cloth to clean the outside of the code reader, when necessary.

Keep the 16 pin connector clean and the cable tidy.

Always check for splits or cuts in the cable.

GENERAL INFORMATION

VEHICLE COVERAGE

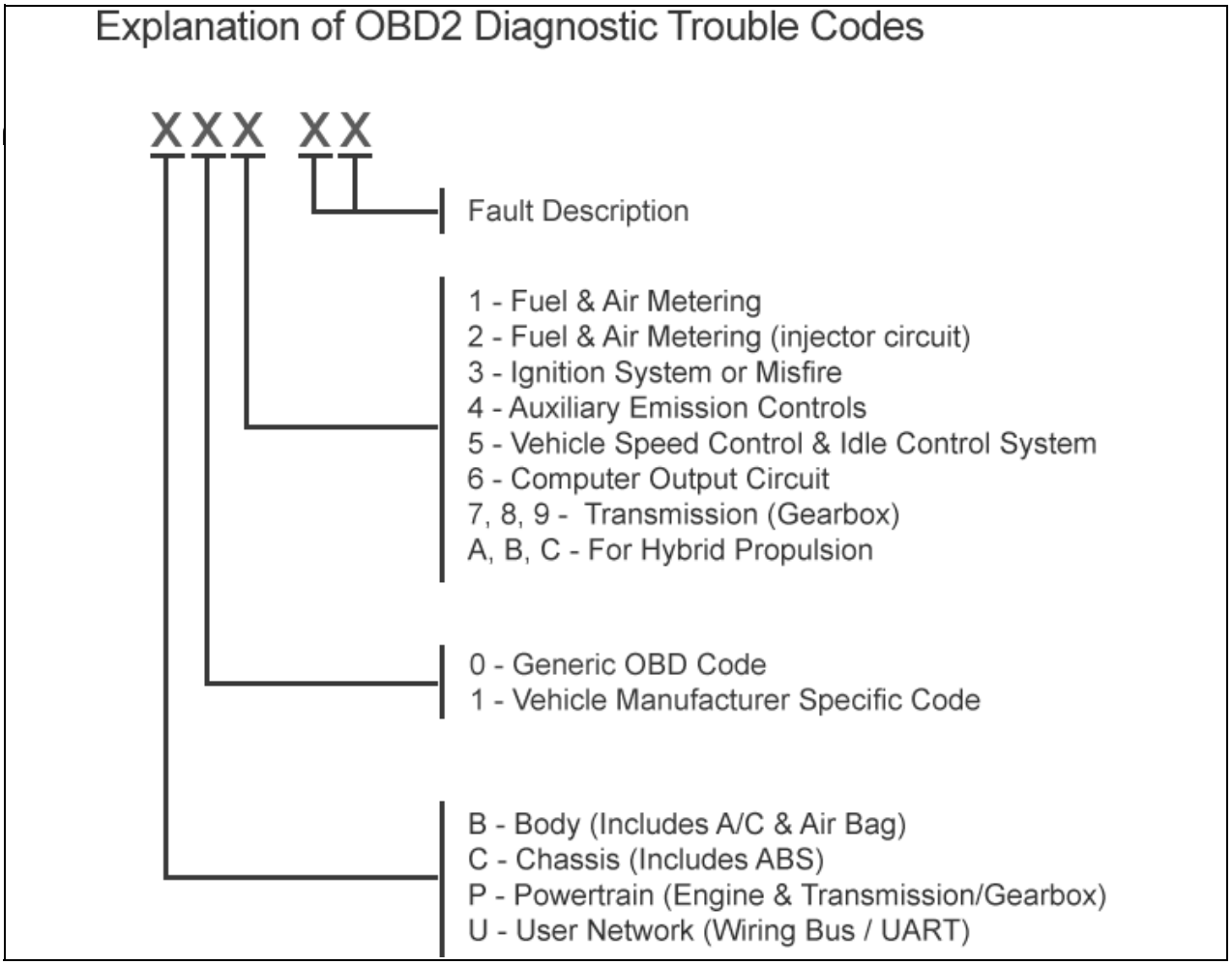
The OBDII Code Reader is specially designed to work with all OBDII compliant vehicles, including those equipped with the next-generation protocol -- Control Area Network (CAN). All 2000 and later vehicles are OBDII compliant and this includes all USA, Asian and European vehicles.
A small number of 1994 and 1995 model year petrol vehicles are OBDII compliant. To verify if a 1994 or 1995 vehicle is OBDII compliant, check the Vehicle Emissions Control Information (VECI) Label which is located under the bonnet or by the radiator of most vehicles. If the vehicle is OBDII compliant, the label will designate "OBDII Certified". Additionally, regulations mandate that all OBDII compliant vehicles must have a "common" sixteen-pin Data Link Connector (DLC).
For your vehicle to be OBDII, EOBD or JOBD compliant it must have a 16-pin DLC (Data Link Connector) under the dash and the Vehicle Emission Control Information Label must state that the vehicle is OBDII compliant.

OBDII COMPLIANT CAR MANUFACTURERS

- European: Alfa Romeo, Audi, BMW, Citroen, Ferrari, Fiat, Jaguar, Iveco, Lamborghini, Lancia, Lotus, Land Rover, MAN, Maserati, Mercedes-Benz, Mini, Peugeot, Porche, Renault, Rover, Opel/Vauxhall, Saab, Scania, Seat, Skoda, VW, Volvo, Smart.
- Asian: Daewoo, Daihatsu, Honda, Hyundia, Isuzu, Kia, Lexus, Mazda, Mitsubishi, Nissan, Ssangyong, Subaru, Suzuki, Toyota.
- USA: Buick, Cadillac, Chevrolet, Chrysler/Jeep, Dodge, Ford, GM, Pontiac.

DIAGNOSTIC TROUBLE CODES (DTC)

OBDII Diagnostic Trouble Codes are stored by the on-board computer diagnostic system in response to a problem found in the vehicle. These codes identify a particular problem area and are intended to provide you with a guide as to where a fault might be occurring within a vehicle. OBDII Diagnostic Trouble Codes consist of a five-digit alphanumeric code. The first character, a letter, identifies which control system sets the code. The other four characters, all numbers, provide additional information on where the DTC originated and the operating conditions that caused it to set. Here is an example to illustrate the structure of the digits:



NOTE: Manufacturer Specific Codes(x1xxx): This is where the vehicle manufacturer feels that a code is not available within the generic list. The definitions for these are set by the vehicle manufacturer.

OBDII READINESS MONITORS

An important part of a vehicle's OBDII system are the Readiness monitors, which are indicators used to find out if all of the emissions components have been evaluated by the OBDII system. They run periodic tests on specific systems and components to ensure that they are performing within allowable limits.
Currently, there are eleven OBDII Readiness Monitors (or I/M Monitors) defined. Not all monitors are supported by all vehicles and the exact number of monitors in any vehicle depends on the motor vehicle manufacturer's emissions control strategy.

CONTINUOUS MONITORS

Some of the vehicle components or systems are continuously tested by the vehicle's OBDII system, while others are tested only under specific vehicle operating conditions. The continuously monitored components listed below are always ready:

1. Misfire
2. Fuel System
3. Comprehensive Components (CCM)

Once the vehicle is running, the OBDII system is continuously checking the above components, monitoring key engine sensors, watching for engine misfire, and monitoring fuel demands.

NON CONTINUOUS MONITORS

Unlike the continuous monitors, many emissions and engine system components require the vehicle to be operated under specific conditions before the monitor is ready. These monitors are termed non-continuous monitors and are listed below:

1. EGR System
2. O2 Sensors
3. Catalyst
4. Evaporative System
5. O2 Sensor Heater
6. Secondary Air
7. Heated Catalyst
8. A/C System

OBDII MONITOR READINESS STATUS

OBDII systems must indicate whether or not the vehicle's PCM monitor system has completed testing on each component. Components that have been tested will be reported as **Ready** or **Complete**, meaning they have been tested by the OBDII system. The purpose of recording readiness status is to allow inspectors to determine if the vehicle's OBDII system has tested all the components and/or systems.
The powertrain control module (PCM) sets a monitor to **Ready** or **Complete** after an appropriate drive cycle has been performed. The drive cycle that enables a monitor and sets readiness codes to ready varies for each individual monitor. Once a monitor is set as **Ready** or **Complete**, it will remain in this state. A number of factors, including erasing of diagnostic trouble codes (DTCs) with a scan tool or a disconnected battery, can result in Readiness Monitors being set to not ready. Since the three continuous monitors are constantly evaluating, they will be reported as **Ready** all of the time. If testing of a particular supported non-continuous monitor has not been completed, the monitor status will be reported as **Not Complete** or **Not Ready**."
In order for the OBD monitor system to become ready, the vehicle should be driven under a variety of normal operating conditions. These operating

conditions may include a mix of highway driving and stop and go, city type driving, and at least one overnight-off period. For specific information on getting your vehicle's OBD monitor system ready, please consult your vehicle owner's manual.

OBDII DEFINITIONS

POWERTRAIN CONTROL MODULE (PCM)

OBDII terminology for the on-board computer that controls engine and drive train.

MALFUNCTION INDICATOR LIGHT (MIL)

Malfunction Indicator Light (Service Engine Soon, Check Engine) is a term used for the light on the instrument panel. It is to alert the driver and/or the repair technician that there is a problem with one or more of vehicle's systems and may cause emissions to exceed standards. If the MIL illuminates with a steady light, it indicates that a problem has been detected and the vehicle should be serviced as soon as possible. Under certain conditions, the dashboard light will blink or flash. This indicates a severe problem and flashing is intended to discourage vehicle operation. The vehicle on-board diagnostic system can not turn the MIL off until the necessary repairs are completed or the condition no longer exists.

DIAGNOSTIC TROUBLE CODES (DTC)

Diagnostic Trouble Codes (DTC) that identify which section of the emission control system has malfunctioned.

ENABLING CRITERIA

Also termed Enabling Conditions. They are the vehicle specific events or conditions that must occur within the engine before the various monitors will set, or run. Some monitors require the vehicle to follow a prescribed drive cycle routine as part of the enabling criteria. Drive cycles vary among vehicles and for each monitor in any particular vehicle.

OBDII DRIVE CYCLE

A specific mode of vehicle operation that provides condition required to set all the readiness monitors applicable to the vehicle to the ready condition. The purpose of completing an OBDII drive cycle is to force the vehicle to run its on-board diagnostics. Some form of a drive cycle needs to be performed after DTCs have been erased from the PCM's memory or after the battery has been disconnected. Running through a vehicle's complete drive cycle will set the readiness monitors so that future faults can be detected. Drive cycles vary depending on the vehicle and the monitor that needs to be reset. For vehicle specific drive cycle, consult the vehicle's Owner's Manual.

PRODUCT INFORMATION AND SET UP

NAVIGATION CHARACTERS

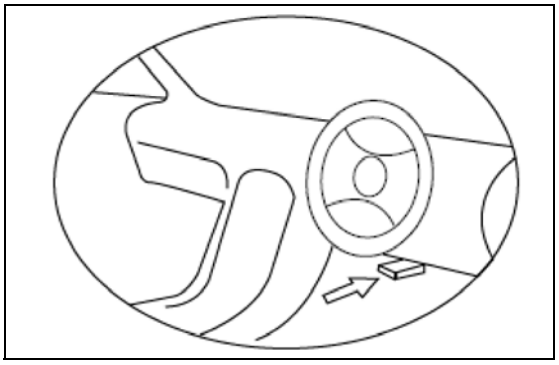
Characters used to help navigate the code reader are:

1. ">" - Indicates current selection.
2. "Pd" - Identifies a pending DTC when viewing DTC's.
3. "$" - Identifies the control module number from which the data is retrieved.

VEHICLE POWER

The power of the code reader is provided via the vehicle data link connector (DLC). Follow the steps below to turn on the code reader:

1. The DLC is usually located approximately 12 inches from the centre of the instrument panel (dashboard), under or around the drivers side for most vehicles. Consult the vehicles handbook for exact location.
2. Plug the OBDII 16 pin data link connector to the vehicles DLC port.



SET UP

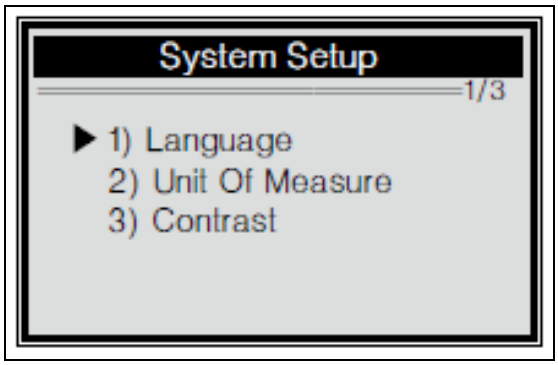
The code reader allows you to make the following adjustments and settings:

1. **Language**: The factory default is English, other languages can be manually selected.
2. **Unit of Measure**: Supports metric and imperial units, factory default is metric.
3. **Contrast**: Backlight contrast is adjustable, factory default is 25%.

TO ENTER THE SETUP MENU

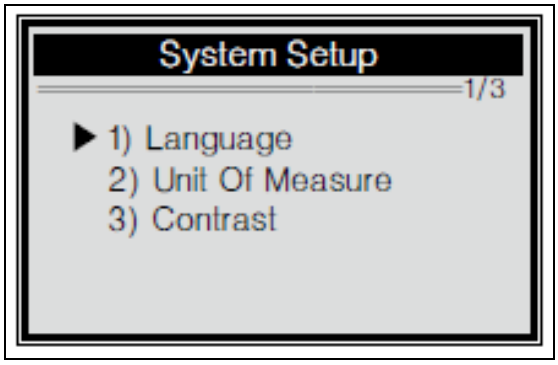
From the second startup screen, press UP/DOWN buttons to enter System Setup menu. Follow the instructions to make adjustments and settings as described in the following setup options.

The number "x/x" to the upper right corner of the screen indicates total number of items under the menu and sequence of currently selected item.

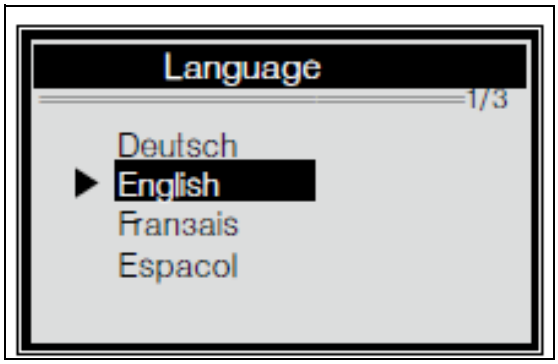


LANGUAGE SETUP

1. From the System Setup menu, use UP/ DOWN buttons to select Language, and press ENTER button.

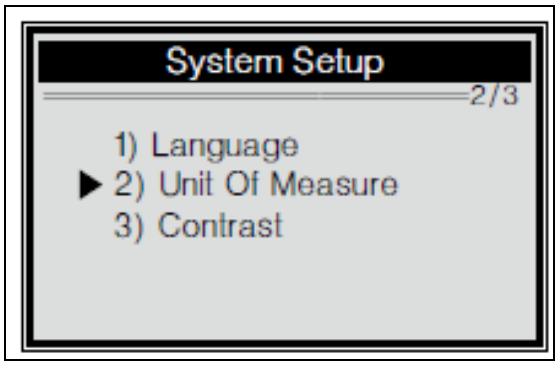


2. Use UP/DOWN buttons to select the desired language and press ENTER button to save your selection and return to previous menu.

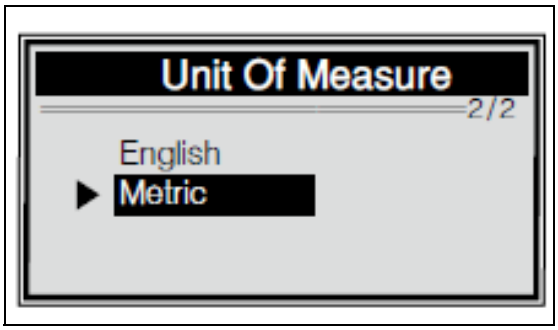


UNIT OF MEASUREMENT

1. From the System Setup menu, use UP/ DOWN buttons to select Unit of Measure and press ENTER button.

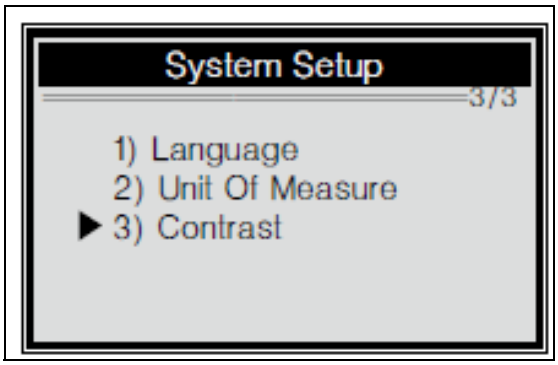


2. From the Unit of Measure menu, use UP/DOWN buttons to select the desired unit of measurement and press ENTER button to save your selection and return to previous menu

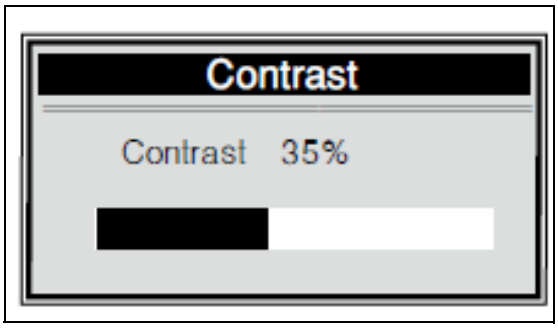


CONTRAST ADJUSTMENT

1. From the System Setup menu, use UP/DOWN buttons to select Contrast and press ENTER button.



2. From the Contrast menu, use UP/DOWN buttons to adjust the contrast and press ENTER button to save your selection and return to previous menu.



OPERATING INSTRUCTIONS

OBDII DIAGNOSTIC

When more than one vehicle control module is detected by the code reader, you will be prompted to select the module where the data may be retrieved. The most commonly selected are the Powertrain Control Module (PCM) and Transmission Control Module (TCM).

WARNING: DO NOT CONNECT OR DISCONNECT ANY TEST EQUIPMENT WITH THE IGNITION ON OR THE ENGINE RUNNING.

1. Turn the ignition OFF.
2. Locate the vehicles 16 pin DLC port.
3. Plug the code reader into the vehicles DLC port.
4. Turn the ignition on. Engine can be off or running.
5. Press ENTER button to enter the Diagnostic Menu. A sequence of messages displaying the OBDII protocols will be observed on the display until the vehicle protocol is detected. If the code reader fails to communicate with the vehicles Engine Control Unit (ECU), a "LINKING ERROR" message shows up on the display.

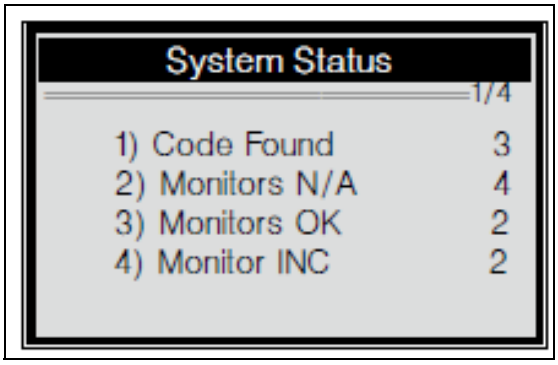
If this happens:

- Verify that the ignition is ON.
- Check if the code readers OBDII connector is securely connected to the vehicles DLC port.
- Verify that the vehicle is OBDII compliant.
- Turn the ignition OFF and wait for about 10 seconds. turn the ignition back to ON and repeat the procedure from step 5.
- If the "LINKING ERROR" message does not go away, then there might be a problem with the code reader communicating with the vehicle. Contact CLARKE Service Centre for assistance.

6. After the code reader successfully links to the ECU, the Diagnostic Menu will appear.

SYSTEM STATUS

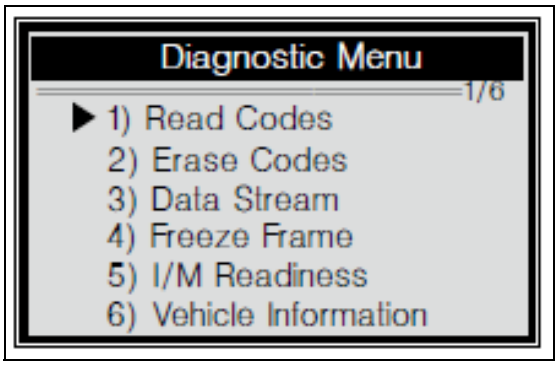
1. Use the ENTER button to enter the Diagnostic Menu, the system status is displayed (MIL status, DTC counts, Monitor status).
2. View System Status contents on screen.



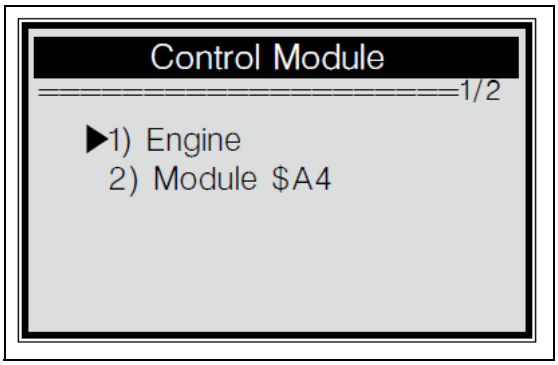
3. Press ENTER button to return to next menu.

READING CODES

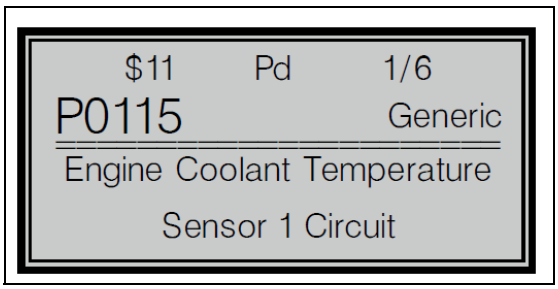
1. Use the UP/DOWN buttons to select Read Codes from the Diagnostic Menu and press ENTER button.



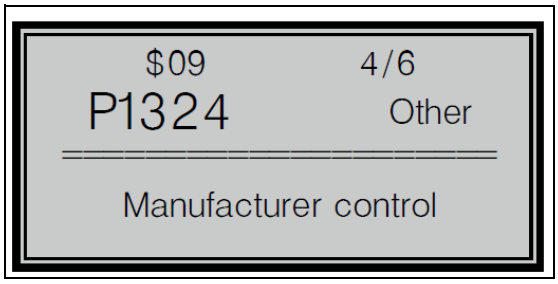
- If more than one module is detected, you will be prompted to select a module before test.
- Use UP/DOWN buttons to select a module and press ENTER button.



2. View DTC's and their definitions on screen.
   - The control module number, sequence of the DTCs, total number of codes detected and type of codes (Generic of Manufacturer specific, stored or Pending codes) will be observed on the upper right hand corner of the display.



3. If more than one DTC is found, use DOWN button, as necessary, until all the codes have been shown. If no codes are detected, a "No codes are stored in the module!" message displays on the screen. If retrieved DTCs contain any manufacturer specific or enhanced codes, the display indicates "Manufacturer control".



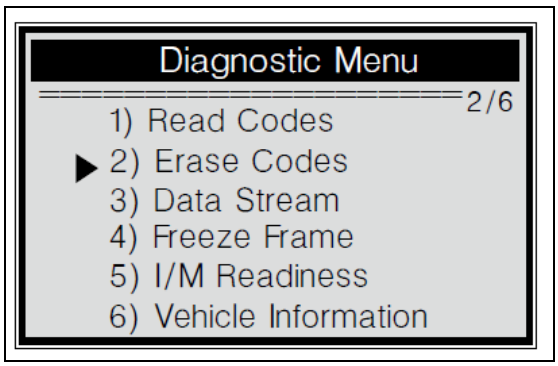
4. Press ENTER button to return to previous menu.

ERASING CODES

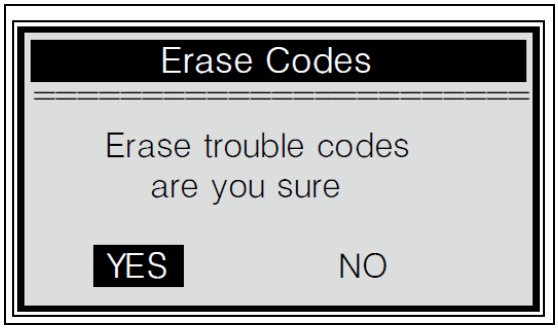
WARNING: ERASING THE DIAGNOSTIC TROUBLE CODES MAY ALLOW THE CODE READER TO DELETE NOT ONLY THE CODES FROM THE VEHICLES ON-BOARD COMPUTER, BUT ALSO FREEZE FRAME DATA AND MANUFACTURERS ENHANCED DATA. FURTHER, THE I/M READINESS MONITOR STATUS FOR ALL VEHICLE MONITORS IS RESET TO NOT READY OR NOT COMPLETE STATUS. DO NOT ERASE THE CODES BEFORE THE SYSTEM HAS BEEN CHECKED COMPLETELY BY A TECHNICIAN.

This function is performed with key on engine off (KOEO). **DO NOT** start the engine.

1. If you decide to erase the DTCs, use UP/DOWN buttons to select Erase Codes from the Diagnostic Menu and press ENTER button.



2. A warning message comes up asking for your confirmation.



3. If you want to proceed with erasing the codes, press ENTER button to erase.
   - If the codes are cleared successfully, an "Erase Done" message will show up.

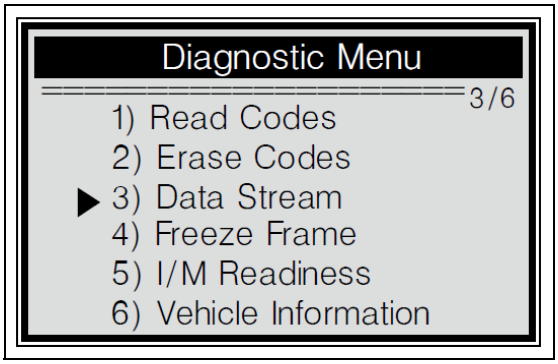
- If the codes are not cleared, then an "Erase Failure. Turn Key On with Engine Off" message will show up.

4. Wait a few seconds or press any key to return to Diagnostic Menu.

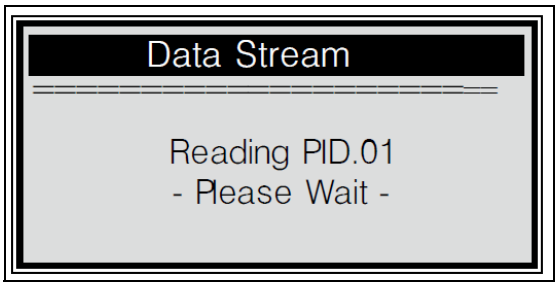
If you DO NOT wish to proceed to erase the codes, then press UP/DOWN buttons to select NO and press ENTER button. A "**Command Canceled**" message will show up. Press any key or wait a few seconds to return to the Diagnostic Menu.

VIEWING DATA STREAM

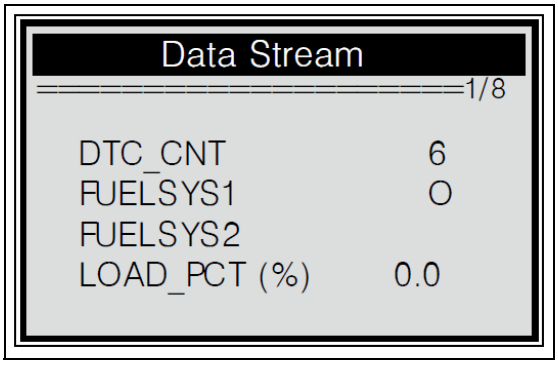
1. To view Data Stream, use the UP/DOWN buttons to select Data Stream from Diagnostic Menu and press ENTER button.



2. Wait a few seconds while the code reader validates the PID MAP.



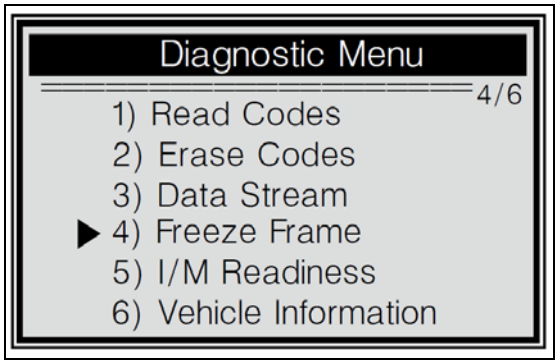
3. View live PIDs on the screen. Use UP/DOWN buttons for more PIDs on the next screen.



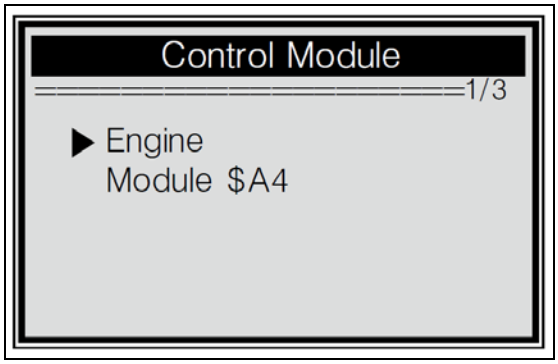
4. Press ENTER button to return to previous menu.

VIEWING FREEZE FRAME DATA

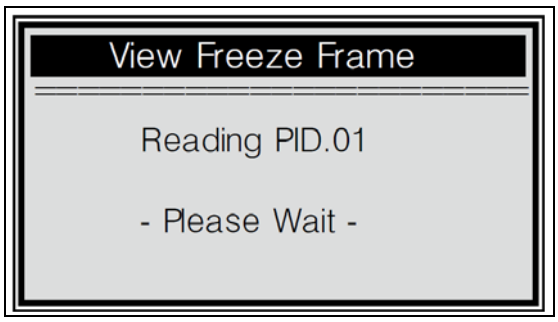
1. To view freeze frame, use the UP/ DOWN buttons to select Freeze Frame from Diagnostic Menu and press ENTER button.



If more than one module is detected, you will be prompted to select a module before test. Use the UP/DOWN buttons to select a module and press the ENTER button.

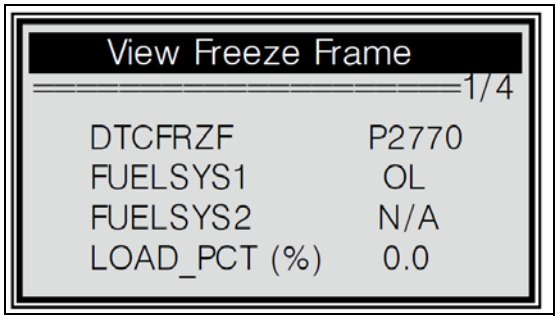


2. Wait a few seconds while the code reader validates the PID MAP.



3. If the retrieved information covers more than one screen, use the UP/DOWN buttons, as necessary, to view all data.

   The number "x/x" to the upper right corner of the screen indicates total number of screens the retrieved freeze frame covers and sequence of currently displayed data.
   If there is no freeze frame data available, an advisory message "No Freeze Frame Data Stored!" shows on the display.



4. Press ENTER button to return to previous menu.

RETRIEVING I/M READINESS STATUS

I/M Readiness function is used to check the operations of the Emission System on OBDII compliant vehicles. It is an excellent function to use prior to having a vehicle inspected for compliance to a state emissions program. Some latest vehicle models may support two types of I/M Readiness tests:

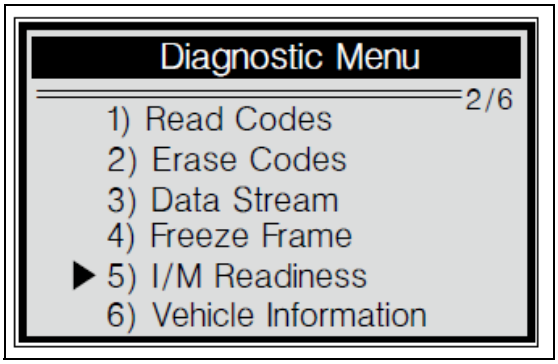
a. Since DTCs Cleared - indicates status of the monitors since the DTCs are erased.

b. This Drive Cycle - indicates status of monitors since the beginning of the current drive cycle.

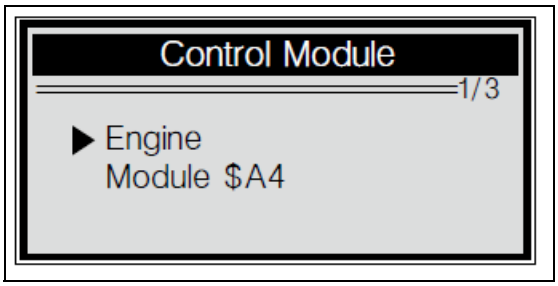
An I/M Readiness Status result of "NO" does not necessarily indicate that the vehicle being tested will fail the state I/M inspection. For some states, one or more such monitors may be allowed to be "Not Ready" to pass the emissions inspection.

- OK - indicates that a particular monitor being checked has completed its diagnostic testing.
- INC - Indicates that a particular monitor being checked has not completed its diagnostic testing.
- N/A - The monitor is not supported on this vehicle.

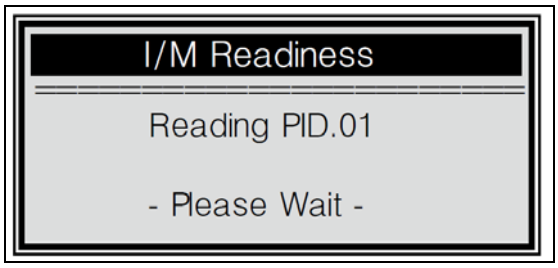
1. Use DOWN button to select I/M Readiness from Diagnostic Menu and press the ENTER button.



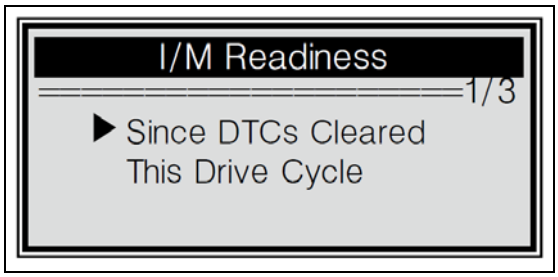
If more than one module is detected, you will be prompted to select a module before test. Use the UP/DOWN buttons to select a module and press the ENTER button.



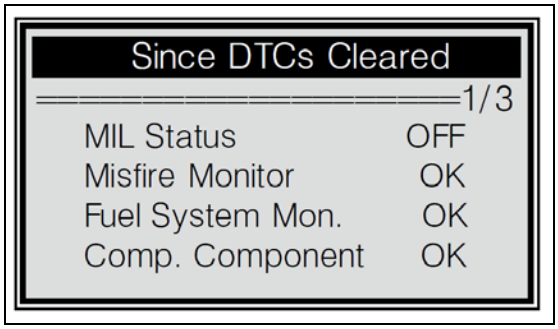
2. Wait a few seconds while the code reader validates the PID MAP.



3. If the vehicle supports both types of tests, then both types will show on the screen for selection.

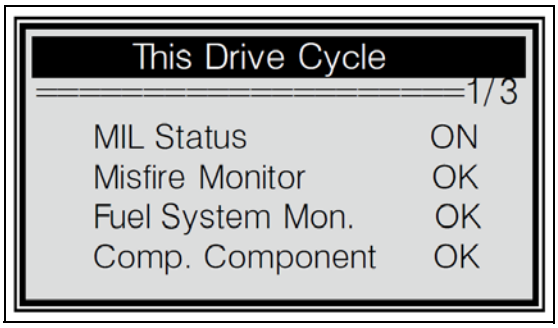


4. Use the UP/DOWN buttons to view the status of the MIL light (ON or OFF) and the following monitors:



   - Misfire Monitor - Misfire Monitor
   - Fuel System Mon - Fuel System Monitor
   - Comp. Component - Comprehensive Components Monitor
   - EGR - EGR System Monitor
   - Oxygen Sens Mon - O2 Sensors Monitor
   - Catalyst Mon - Catalyst Monitor
   - EVAP System Mon - Evaporative System Monitor
   - Oxygen Sens htr - O2 Sensor Heater Monitor
   - Sec Air System - Secondary Air Monitor
   - Htd Catalyst - Heated Catalyst Monitor
   - A/C Refrig Mon - A/C System Monitor

5. If the vehicle supports readiness test of "This Drive Cycle", the following will appear on the screen.



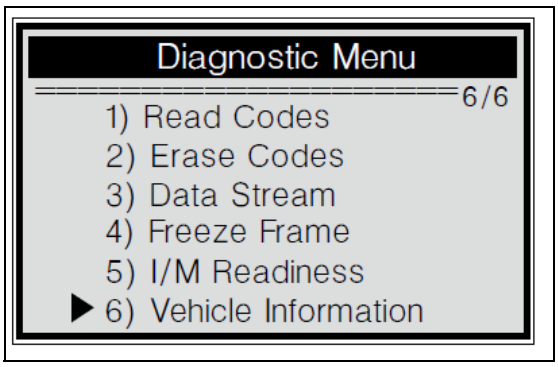
The number "x/x" to the upper right corner of the screen indicates total number of screens the retrieved data cover and sequence of currently displayed data.

6. Press ENTER button to return to previous menu.

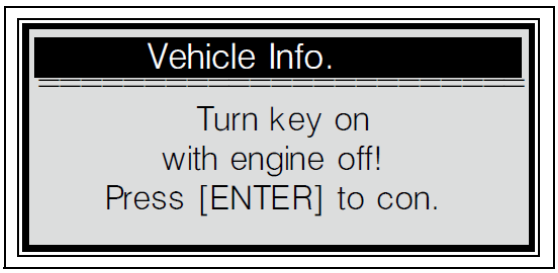
VIEWING VEHICLE INFORMATION

The Vehicle Info. function enables retrieval of the Vehicle Identification No. (VIN), Calibration ID Nos. (CINs), Calibration Verification Nos. (CVNs) and In Use Performance Tracking on 2000 and newer vehicles that support Mode 9.

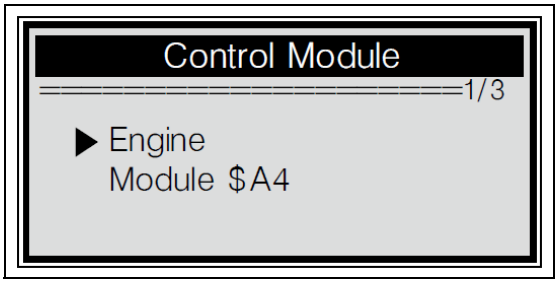
1. Use the UP/DOWN buttons to select Vehicle Information from the Diagnostic Menu and press ENTER button.



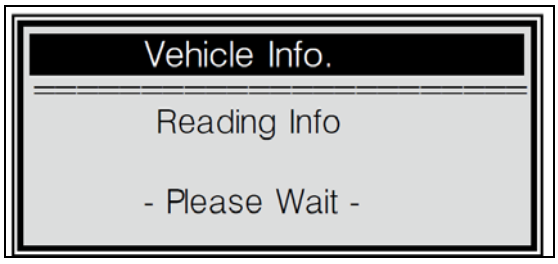
2. Wait a few seconds or press ENTER button to continue.



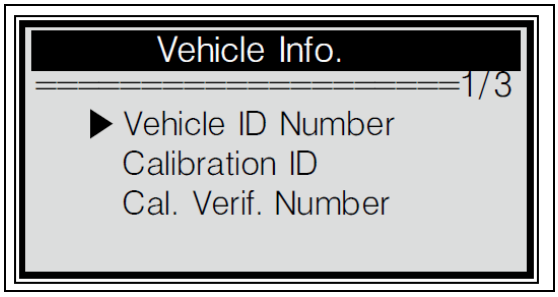
If the vehicle does not support this mode, a "The selected mode is not supported!" message shows on the display. If more than one module is detected, you will be prompted to select a module before test. Use the UP/DOWN buttons to select a module and press ENTER button.



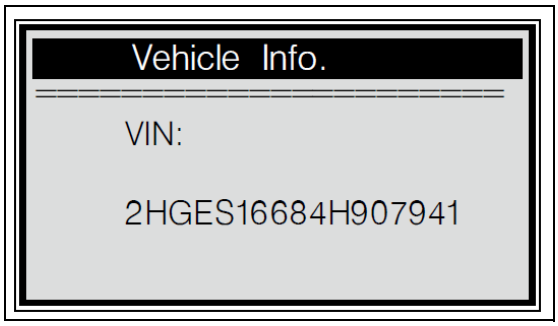
3. Wait a few seconds while the code reader reads the vehicle information.



4. From Vehicle Info. menu, use the UP/ DOWN buttons to select an available item to view and press the ENTER button.



5. View retrieved vehicle information on the screen.



6. Press ENTER button to return to previous menu.

DECLARATION OF CONFORMITY - UKCA

UK CA

Clarke® INTERNATIONAL

Hemnall Street, Epping, Essex, CM16 4LG

DECLARATION OF CONFORMITY

This is an important document and should be retained.

We hereby declare that this product(s) complies with the following legislation:

The Electromagnetic Compatibility Regulations 2016

The Restriction of the Use of Certain Hazardous Substances in Electrical and Electronic Equipment Regulations 2012

The following standards have been applied to the product(s):

EN 55032:2015/A1:2020/A11:2020, EN 55035:2017/A11:2020, EN IEC 61000-3-2:2019,

EN 61000-3-3:2013/A1:2019, IEC 62321-3-1:2013, IEC 62321-6:2015, IEC 62321-7-1:2015,

IEC 62321-8:2017

The technical documentation required to demonstrate that the product(s) meet(s) the requirement(s) of the aforementioned legislation has been compiled and is available for inspection by the relevant enforcement authorities.

The UKCA mark was first applied in: 2021

Product Description:	Automotive Diagnostic Tool
Model Number(s):	COBDIIR
Serial/Batch Number:	Refer to product/packaging label
Date of Issue:	16/06/2023

Signed:

.....

J.A Clarke

Director

COBDIIR UKCA Clarke DOC 061623

Page 1 of 1

DECLARATION OF CONFORMITY - CE

CE

Clarke®
INTERNATIONAL

Fitzwilliam Hall, Fitzwilliam Place, Dublin 2

DECLARATION OF CONFORMITY

This is an important document and should be retained.

We hereby declare that this product(s) complies with the following legislation:

2014/30/EU	*Electromagnetic Compatibility Directive*
2011/65/EU	*Restriction of Hazardous Substances (RoHS) Directive*

The following standards have been applied to the product(s):

EN 55032:2015/A1:2020/A11:2020, EN 55035:2017/A11:2020, EN IEC 61000-3-2:2019, EN 61000-3-3:2013/A1:2019, IEC 62321-3-1:2013, IEC 62321-6:2015, IEC 62321-7-1:2015, IEC 62321-8:2017

The technical documentation required to demonstrate that the product(s) meet(s) the requirement(s) of the aforementioned legislation has been compiled and is available for inspection by the relevant enforcement authorities.

The CE mark was first applied in: 2021

Product Description:	Automotive Diagnostic Tool
Model Number(s):	COBDIIR
Serial/Batch Number:	Refer to product/packaging label
Date of Issue:	16/06/2023

Signed:

.....

J.A Clarke

Director

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Clarke® INTERNATIONAL Hemnall Street, Epping, Essex CM16 4LG
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