

AUTO LOCK/UNLOCK

The first one is to enable the automatic locking of the doors over a set speed, so that its safe for children, security while in traffic (carjacking etc). To enable this, follow the instructions to the right. This enables the automatic door locking when a speed of 10mph is reached, and the doors automatically unlock when you remove the key from the ignition. They automatically open if any accidents should occur too, for safety.

NOTE: keep 03 Auto Lock and 04 Auto Unlock either both 0 or both 1

- Open Up VAG-COM, and go to "Select Control Module"
- Select module 46 - "Central Convenience"
- In the Advanced Options section, click on Adaptation - 10
- Open Channel 3, change the value from 0 to 1 and save
- Open Channel 4, change the value from 0 to 1 and then save.
- Close the controller, and close VAG-COM.
- Take your key out of the ignition - You should hear your door locks open (or try to if they already are)

SELECTIVE UNLOCKING

This second one is to enable selective unlocking. This means that when unlocking the car with the remote control on the first press of the button only the driver's door will unlock. To unlock the other doors, you simply press the unlock button on the remote a second time.

- Open Up VAG-COM, and go to "Select Control Module"
- Select module 46 - "Central Convenience" or (Module 35 - Cent. Locking for cars with manual windows)
- Select "Recode - 07"
- In the top box, there will be a value such as 00259 (Odd number = all doors one press, even number = Drivers door, then all doors)
- Note down all 3 numbers, just in case anything goes wrong.
- SUBTRACT 1 from the top number, so if 00259 put in 00258.
 - For ref, on a central locking 4 elec window LC the codes are:
00258 - Drivers door, then all doors.
00259 - All doors on one press.
- Click "Do it!"
- Exit out of VAG-COM, turn off ignition.
- Get out of car, lock it using the remote. Now unlock it using the remote. You should see only the driver's door unlock. Press unlock again, and all other doors should then unlock.

INTERIOR MOTION SENSORS

By default, it has been found that the interior alarm sensors are OFF! This is NOT GOOD for an alarm system - what's the point in having an alarm but it being disabled! This guide shows you how to check if they are on or off, and how to adjust it if necessary.

- Open Up VAG-COM, and go to "Select Control Module"
- Select module 46 - "Central Convenience"
- In the Advanced Options section, click on Adaptation - 10
- Open Channel 5. If the value is 0, the sensors are OFF. If the value is 1, they are ON. Simply change the value to the desired one, and then click "save".
- Close the controller, and close VAG-COM.

LOCK/UNLOCK CHIRP

This one is ILLEGAL in the UK! It is classified as a nuisance, which is why it is disabled by default. Change it at your own risk. It basically makes your alarm/horn (depending on your car model) sound every time you lock or unlock your car. It helps you know that your car is locked properly, and also lets potential thieves in the nearby area that your car has an alarm.

- Open Up VAG-COM, and goto "Select Control Module"
- Select module 46 - "Central Convenience"
- In the Advanced Options section, click on Adaptation - 10
- Open Channel 6. This is the UNLOCK chirp. To enable it, change value from 0 to 1 and press "save".
- Open Channel 7. This is the LOCK chirp. To enable it, change value from 0 to 1 and press "save".
- Close the controller, and close VAG-COM.

LOCK/UNLOCK INDICATOR FLASH

This should be on by default, but if it isnt - put it on! Its basically a silent version of the above. Your indicators will flash once when you lock the car, and flash twice when you unlock it.

- Open Up VAG-COM, and goto "Select Control Module"
- Select module 46 - "Central Convenience"
- In the Advanced Options section, click on Adaptation - 10
- Open Channel 6. This is the UNLOCK chirp. To enable it, change value from 0 to 1 and press "save".
- Open Channel 7. This is the LOCK chirp. To enable it, change value from 0 to 1 and press "save".
- Close the controller, and close VAG-COM.

ADJUST ALARM/SIREN TONE

I havent looked at this one on my car, but have read about different tones of the alarm. I am also not sure on the legal aspects of changing the tone here. Please look into this before changing anything.

- Open Up VAG-COM, and goto "Select Control Module"
- Select module 46 - "Central Convenience"
- In the Advanced Options section, click on Adaptation - 10
- Open Channel 10. UK tone is 0, Asia is 1, Germany is 2, or Other is 3.
- Close the controller, and close VAG-COM.

THROTTLE BODY ALIGNMENT – do this after cleaning the TB

From the www.Ross-tech.com site:

Procedure for performing a Throttle Body Alignment on Cable-Throttle Cars:

These are cars with a physical cable between the accelerator and the throttle, but WITHOUT an ISV.

Turn the key on but do not start the car.

[Select]

[01 - Engine]

[Measuring Blocks - 08]

Group 098 (Note: Some SIMOS or Marelli ECU's use Group 001 such as ADY & AEE engines)

[Go!]

[Switch to basic settings]

Once you do this you will see the top right display say ADP RUN. The TB adaptation is being done as soon as you switch to basic settings. You will see the values change and hear the TB cycle for the first few seconds then it will stop. Leave it in Basic Settings for about 30 seconds.

[Switch to Meas. Blocks] button and you're all set.

Be sure not to touch the accelerator and make sure the engine is NOT running when you do this!

Procedure for performing a Throttle Body Alignment on DBW Cars using KWP-1281:

(Check to see if the engine speaks KWP-1281 by looking in the top left of the [Open Controller Screen](#) Some examples of KWP-1281 engine controllers are 2000+ Golf/GTI/Jetta/New Beetle/Audit TT 1.8T) **My 2003 1.8T Leon Cupra is this type**

Turn the key on but do not start the car.

[Select]

[01 - Engine]

[Measuring Blocks - 08]

Group 060

[Go!]

[Switch to basic settings]

Once you do this you will see the top right display say ADP RUN. The TB adaptation is being done as soon as you switch to basic settings. You will see the values change and hear the TB cycle for the first few seconds then it will stop. Leave it in Basic Settings for about 30 seconds.

[Switch to Meas. Blocks] button and you're all set.

Be sure not to touch the accelerator and make sure the engine is NOT running when you do this!

Controller 01 - Engine

Resetting the Throttle Body

Make sure that the ignition is on, the battery voltage is greater than 11.5V and there are no fault codes on the controller.

Select 01 - Engine and then Basic Settings - 04 and go to Group 060

Choose Go

It should say "Basic Settings: OFF" on the top of your screen, click [ON/OFF/Next] to turn on Basic Settings, it should now say "Basic Settings: ON" on the top of your screen.

Once you do this you will see the top right display say ADP RUN. The Throttle Body adaptation is being done as soon as you switched basic settings on. You will see the values change and hear the Throttle Body cycle for the first few seconds then it will stop.

Leave it in Basic Settings for about 30 seconds.

Click [ON/OFF/Next] to turn off Basic Settings, it should now say "Basic Settings: OFF" on the top of your screen, click the [Done, Go Back] button.

Be sure not to touch the accelerator and make sure the engine is NOT running when you do this!

Procedure for performing a Throttle Body Alignment on DBW Cars using KWP-2089:

(Check to see if the engine speaks KWP- 2089 by looking in the top left of the [Open Controller Screen](#) Some examples of KWP-2089 engine controllers are 2002+ Audi A4, 2002+ VW Passat, and Touareg)

Turn the key on but do not start the car.

[Select]

[01 - Engine]

[Basic Settings - 04]

Group 060

[Go!]

It should say "**Basic Settings: OFF**" on the top of your screen.

Click [ON/OFF/Next] to turn on Basic Settings.

It should now say "**Basic Settings: ON**" on the top of your screen.

Once you do this you will see the top right display say ADP RUN. The TB adaptation is being done as soon as you switched basic settings on. You will see the values change and hear the TB cycle for the first few seconds then it will stop. Leave it in Basic Settings for about 30 seconds.

Click [ON/OFF/Next] to turn off Basic Settings.

It should now say "**Basic Settings: OFF**" on the top of your screen

Click the [Done, Go Back] button and you're all set.

Be sure not to touch the accelerator and make sure the engine is NOT running when you do this!

IDLE SPEED ADAPTATION

01-Engine: -- KWP-1281

VAG-COM works well with all engines available in the U.S. and most engines that users have tested in overseas markets.

Idle Speed Adaptation (may not work with APH engines, see your Repair Manual):

With engine warmed up, at idle:

[Select]

[01 engine]

[Adaptation - 10]

Enter channel 01 (Channel 02 for TDI engines)

Enter an adaptation value between 124 and 132

[Save]

The actual idle values and range of adjustment will depend on the specific characteristics of the engine and ECU.

17-INSTRUMENTS: K1 -- KWP-1281

Recode for warning lamps:

[Select] [17 - Instruments]

[Recode - 07]

Write down the existing coding for future reference.

Enter 5-digit code from below

[Do It!]

Look at the first two digits in the coding. Add the values for the options together to get the correct coding.

- 00 - No available equipment
- +01 - Brakepad wear sensor warning active
- +02 - Seatbelt warning active
- +04 - Washer fluid level warning active

Look at the third digit in the coding (Market version):

- 1 - "EU" 24 hour clock (may result in odometer in km in 2002+ clusters)
 - 2 - "USA" 12 hour clock
 - 3 - "Canada" 12 hour clock (may result in odometer in km in 2002+ clusters)
- "The third digit in the code is the country code. The codes are:
- 4 - "UK" 24 hour clock (should result in odometer in miles)
 - 5 - Japan
 - 6 - Saudi Arabia
 - 7 - Australia

Look at the fourth digit in the coding (Cylinders):

- 3 - No Service Interval (2002+ models)
- 4 - 4-cylinder (1999-2001 models)
- 6 - 6-cylinder (1999-2001 models)

Look at the fifth digit in the coding (Distance impulse multiplier):

- 2 - 3538
- 4 - 3648 (some 2002+ models)

So, if you want to have Seatbelt warning and washer fluid warning only in a 2001 Canadian 6-cylinder vehicle, (add $00+02+04 = 06$), $3,6,2 = 06362$.

CONTROLLER 17 - INSTRUMENTS - DISABLE THE SEATBELT CHIME

By default the Seatbelt Chime is enabled on UK cars however it is possible to disable this annoying feature.

Log into Controller 17 - Instruments and choose Recode 07.

Note the existing coding in the format XXXXXXXX

Subtract 2 from the number in the position indicated by ? - XXX?XXX (EG - If you had 0007401 with the chime enabled it would be 0005401 with it disabled.)

Choose Do It and then close the controller.

COMFORT WIPER – works on Ibiza Mk4 unsure about Leons

What is comfort rear wiper? Basically if you are driving the car with the front wipers on, if you select reverse gear it will wipe your rear screen for you - the car assumes if you have your front wipers on that it's raining and is probably going to be wet - so gives it a courtesy wipe for you. This may be cool to some, and annoying for others - I'm going to give it a chance now that we are coming into winter.

Here is how to do it, turn the cars ignition on

"Select control module" and on the next screen select "09-Cent. Elect."
then want to select "Coding" at this point you have two editable fields... the one we are editing is the software coding one. The original code on mine was 00140 ... do add the comfort wipe function I added 8192 to that, so changed the code to 08332 and clicked "Do It!"

At this point I clicked "Coding" again to make sure that it had changed. Basically take the key and cable out - start the engine and put your front wipers on and then select reverse gear - the wiper should come on.

if you want to disable it on Fabia's I guess you just removed 8192 from the current software coding.

COMMON ISSUES

- Make sure the ignition is on. Don't have to start the engine for 90% of things
- If getting comm. Errors lower the Baud Rate in the Comm port setting in windows device manager.
- If having trouble or cant connect to **Address 46: Central Conv**
Try removing then reinserting these fuses to restart the module (easier than disconnecting the battery):
Number 14 - (10A) is in the manual as interior lighting, central locking/electric windows. It also has underneath a 5A marked down for Interior light but still under 14.
Number 38 - (10A) is boot light and also central locking/electric windows.

VAG COM – COMM. STATUS

Comm. Status Shows the status of the current communications session. Once Communications have been established:

- IC**= Shows the number of times the session has been initialized. If IC increases beyond 1, communications are less than 100% reliable.
- TE**= is a counter of transmitter errors within individual packets. TE greater than 0 can indicate unreliable communication.
- RE**= is a counter of receive errors within individual packets. RE greater than 0 can indicate unreliable communication.
- Protocol** indicates whether the controller speaks **KWP-1281, KWP-2000, CAN, or UDS**. (See the Function Chart in Section 36 in this manual for more information).
- A rotating cursor shows that communication is active.

LOGGING DATA - VAG DBW Data Blocks

You need to do a proper power (from 2.5k rpm to red line with foot on the floor in 3rd gear (4th gear is best but you get to silly speeds)) run to get proper figures.

Do 2 logs at a time to get any reasonable samples. These are the logs to get you started with: 003 and 020, 115 and 031, 118 and 032

This gives you, airflow, actual timing, timing pull, requested boost, actual boost, target air fuel, actual air fuel, n75 duty, inlet temp, actual boost, and then finally fuel trims.

Group	Column 1	Column 2	Column 3	Column 4
001	Idle Speed	Coolant Temp	O ² Sensor	Adjust. For Basic
002	Idle Speed	Engine Load	Injection Timing	Air Mass Injection
003	Idle Speed	Air Mass Injection	Throttle Angle	Ignition Angle
004	Idle Speed	ECM Voltage	Coolant Temp	Intake Air Temp
005	Idle Speed	Engine Load	Vehicle Speed	Operating Condition
006	Idle Speed	Engine Load	Intake Air Temp	High Correction
010	Idle Speed	Engine Load	Throttle Angle	Factor
014	Idle Speed	Engine Load	# of misfires	Ignition Angle
020	timing retard 1	timing retard 2	timing retard 3	Misfire Recognition
022	Engine Speed	Engine Load	timing retard 1	timing retard 4
023	Engine Speed	Engine Load	timing retard 3	timing retard 2
028	Engine Speed	Engine Load	Coolant Temp	timing retard 4
030	Pre Cat O ²	Post Cat O ²		Knock Sensor Test
032	Idle O ² Adaptation	Run O ² Adaptation		
033	Pre-cat O ² Reg	Pre-cat O ² Voltage		
034	Engine Speed	Cat Temp	P-C O ² Duration	P-C O ² Age Test
036	Post-Cat O ² Voltage	Post-Cat O ² Test		
037	Engine Load	Pre-cat O ² Voltage	P-C O ² Dwell	Result
041	Pre O ² Heater	Pre O ² Heater	Post O ² Heater	Post O ² Heater
043	Engine Speed	Cat Temp	Post O ² Heater	
046	Engine Speed	Cat Temp	Amplitude Radio	Cat Test
050	Idle Speed	Spec. Idle	A/C Condition	A/C Comp Control
054	Engine Speed	Operating Condition	Throttle Position	Throttle Angle
055	Idle Speed	Idle Control	Idle Adaptation	Operating Condition
056	Idle Speed	Spec. Idle	Idle Control	Operating Condition
060	Throttle Sensor 1	Throttle Sensor 2	Adaptation Step	Adaptation Condition
061	Engine Speed	Throttle Voltage	Count	Operating Condition
062	Throttle Sensor 1	Throttle Sensor 2	Throttle Drive	Operating Condition
066	Vehicle Speed	Brake Position	Throttle Position	Sender 2 TPS
070	Evap Duty Cycle		Cruise Speed	Cruise Switch
071	Emission Reed	Fault Message	Diag. Status	Diag Test
077	Engine Speed	Air Mass Injection	Secondary Air	Diag Test
089	Distance with MIL	Tank Empty		
099	Idle Speed	Coolant Temp	Pre-Cat O ² Reg	O ² Sensor Control
100	Ready Code	Coolant Temp	Time Since Start	Diag Status
107	Idle Speed	O ² Control		
111	RPM Range	RPM Range	RPM Range	RPM Range
113	Idle Speed	Engine Load	Throttle Drive	Air Pressure
114	Specified Engine Load	Corrected Load	Engine Load	Bypass Duty Cycle
115	Engine Speed	Engine Load	Spec. Boost	Actual Boost
116	Engine Speed	Fuel Correction		
117	Engine Speed	Factor	Throttle Drive	Air Temp Correction
118	Engine Speed	Throttle Position	Boost Duty Cycle	Specified Boost
119	Engine Speed	Intake Air Temp	Boost Duty Cycle	Actual Boost
120	Engine Speed	Charge Limit	Boost Duty Cycle	Actual Boost
125	Engine Speed	Spec. Load	Current Load	ASR Status
		ABS Status	Instrument Cluster	