# **User manual**

# Porsche Diagnostics Tool PDT999

**Document version 1.9** 

By P. Moers & T. Jenniskens

August 2020



# TABLE OF CONTENTS

1. Introduction	4
2. How to use the PDT999?	7
2.1 Introduction:	7
2.2 How to navigate through the menus:	8
2.3 Special command's, screens, etc:	
2.3.1 Select a menu item with a *:	
2.3.2 Select a menu item when engine runs:	
2.3.3 Select a menu item when only ignition on:	
2.3.4 Connection error:	
3. Commands on the PDT999:	
3.1 Menu item "928"	10
3.1.1 Menu item "connect LH":	۱۵ 12
3.1.1.1 Input signals:	10
3.1.1.2 drive links:	
3.1.1.3 actual values:	
3.1.2 Menu item "connect EZK":	
3.1.2.1 Sensors:	
3.1.2.2 Actual values:	
3.1.3 Menu item "connect PSD":	
3.1.3.1 Drive links:	
3.1.4 Menu item "connect RDK":	25 27
3.1.4.1 Trip information:	
3.1.4.2 Input signals:	
3.1.4.3 Sensors:	28
3. 1.5 Menu item Connect ALARM	29
3.1.5.1 Input signals:	
3.1.5.3 Coding "landcoding":	30
3.1.6 Menu item "connect AIRBAG":	
3.1.6.1 "downtime":	
3.1.6.2 "crash data":	
3.1.7 Menu item "knock count":	
3.1.8 Menu item "idle adaptation":	33
3.1.9 Menu item "dashboard diagnosis":	
3.2 Menu item "944"	35
3.2.1 Menu item "connect Motronic":	
3.2.1.1 System adaptation:	
3.2.1.2 Input signals:	
3.2.1.3 Drive links:	
3.2.1.4 Actual values:	
3.2.2 Menu item "connect ALARM":	
3.2.3 Menu item "connect AIRBAG":	
3.2.4 Menu item "knock count":	
3.3 Menu item "964"	
3.3.1 Menu item "connect Motronic":	
3.3.1.1 System adaptation:	
3.3.1.2 Input signals:	
3.3.1.3 Drive links:	
3.3.1.4 Actual values:	
3.3.2 Menu item "connect ALARM":	
3.3.3 Menu item "connect AIRBAG":	
3.3.4 Menu item "connect CLIMATE":	
3.3.4.1 Input signals:	
3.3.4.2 Sensors:	
3.3.4.3 Drive links:	
3.3.4.4 Actual values:	43

3.3.5.1 Input signals:       44         3.3.5.2 Drive links:       47         3.3.6.1 Input signals:       47         3.3.6.2 Drive links:       48         3.3.6.3 Actual values:       48         3.3.6.4 Coding:       49         3.4 Menu item "668"       50         3.4.1.1 Input signals:       50         3.4.1.2 Drive links:       51         3.4.1.3 Drive links active:       51         3.4.1.4 Actual values:       51         3.4.2 Menu item "connect ALARM":       52         3.4.3 Menu item "connect AIRBAG":       52         3.4.4 Menu item "connect TIPTRONIC":       52         3.5 Menu item "sonnect Motronic":       53         3.5.1 Input signals:       53         3.5.1.1 prut signals:       53         3.5.1.2 Drive links:       54         3.5.1.3 Drive links active:       54         3.5.1.4 Actual values:       54         3.5.1.3 Menu item "connect ALARM":       55         3.5.4 Menu item "connect CLIMATE":       55         3.5.5 Menu item "connect TIPTRONIC":       55         3.5.6 Menu item "connect ALARM":       55         3.5.6 Menu item "connect CLIMATE":       55         3.5.6 Menu item "connect Diag Ecu":		3.3.5 Menu item "connect PDAS":	44
3.3.5.2 Drive links:       44         3.3.6 Menu item "connect TIPTRONIC":       47         3.3.6.1 Input signals:       47         3.3.6.2 Drive links:       48         3.3.6.3 Actual values:       48         3.3.6.4 Coding:       49         3.4 Menu item "668"       50         3.4.1 Input signals:       50         3.4.1.2 Drive links:       51         3.4.1.3 Drive links active:       51         3.4.1.4 Actual values:       51         3.4.2 Menu item "connect ALARM":       52         3.4.3 Menu item "connect ALRBAG":       52         3.4.4 Menu item "connect TIPTRONIC":       52         3.5 Menu item "993"       53         3.5.1.1 Input signals:       53         3.5.1.2 Drive links:       54         3.5.1.3 Drive links active:       54         3.5.1.3 Drive links active:       54         3.5.1.4 Actual values:       55         3.5.2 Menu item "connect ALRM":       55         3.5.4 Menu item "connect AIRBAG":       55         3.5.5 Menu item "connect AIRBAG":       55         3.5.6 Menu item "connect AIRBAG":       55         3.5.6 Menu item "connect AIRBAG":       55         3.5.6 Menu item "connect AIRBAG":       <			
3.3.6 Menu item "connect TIPTRONIC":       47         3.3.6.1 Input signals:       48         3.3.6.2 Drive links:       48         3.3.6.3 Actual values:       48         3.3.6.4 Coding:       49         3.4 Menu item "968"       50         3.4.1 Menu item "connect Motronic":       50         3.4.1.1 Input signals:       50         3.4.1.2 Drive links:       51         3.4.1.3 Drive links active:       51         3.4.1.4 Actual values:       51         3.4.2 Menu item "connect ALARM":       52         3.4.3 Menu item "connect ALARM":       52         3.4.4 Menu item "connect TIPTRONIC":       52         3.5 Menu item "connect Motronic":       53         3.5.1 Input signals:       53         3.5.1.2 Drive links:       54         3.5.1.2 Drive links:       54         3.5.1.3 Drive links active:       54         3.5.1.4 Actual values:       55         3.5.5 Menu item "connect ALARM":       55         3.5.5 Menu item "connect ALRBAG":       55         3.5.5 Menu item "connect AIRBAG":       55         3.5.1 Point inks:       56         3.5.2 Wenu item "connect AIRBAG":       55         3.5.4 Menu item "connect AIRBAG":			
3.3.6.1 Input signals:       47         3.3.6.2 Drive links:       48         3.3.6.3 A Cual values:       48         3.3.6.4 Coding:       49         3.4 Menu item "968"       50         3.4.1 Menu item "connect Motronic":       50         3.4.1.1 Input signals:       50         3.4.1.2 Drive links active:       51         3.4.1.3 Drive links active:       51         3.4.1.4 Actual values:       51         3.4.2 Menu item "connect ALARM":       52         3.4.3 Menu item "connect TIPTRONIC":       52         3.4.4 Menu item "connect TIPTRONIC":       52         3.5.1 Menu item "connect Motronic":       53         3.5.1.1 Input signals:       53         3.5.1.2 Drive links:       53         3.5.1.3 Drive links active:       54         3.5.1.3 Drive links active:       54         3.5.1.4 Actual values:       55         3.5.2 Menu item "connect ALARM":       55         3.5.3 Menu item "connect ALARM":       55         3.5.4 Menu item "connect ALARM":       55         3.5.3 Menu item "connect ALARM":       55         3.5.4 Drive links:       56         3.5.6 Menu item "connect ALARM":       55         3.5.6 Menu item "connect		3.3.6 Menu item "connect TIPTRONIC":	47
3.3.6.2 Drive links:       48         3.3.6.3 Actual values:       48         3.3.6.4 Coding:       49         3.4 Menu item "968"       50         3.4.1 Menu item "connect Motronic":       50         3.4.1.1 Input signals:       50         3.4.1.2 Drive links       51         3.4.1.3 Drive links active:       51         3.4.1.4 Actual values:       51         3.4.2 Menu item "connect ALARM":       52         3.4.3 Menu item "connect AIRBAG":       52         3.4.4 Menu item "connect Motronic":       52         3.5.1 Input signals:       53         3.5.1.1 prive links:       53         3.5.1.2 Drive links:       54         3.5.1.3 Drive links active:       54         3.5.1.4 Actual values:       55         3.5.2 Menu item "connect ALARM":       55         3.5.3 Menu item "connect AIRBAG":       55         3.5.4 Menu item "connect AIRBAG":       55         3.5.6 Menu item "connect AIRBAG":       55         3.5.6 Menu item "connect AIRBAG":       55         3.5.6 See Actual values:       56         3.5.6 See Actual values:       58         3.5.6 See Actual values:       58         3.6.3 Seuported ECU's:       59 <td></td> <td></td> <td></td>			
3.3.6.3 Actual values:       48         3.3.6.4 Coding:       49         3.4 Menu item "968"       50         3.4.1 Menu item "connect Motronic":       50         3.4.1.2 Drive links:       50         3.4.1.3 Drive links active:       51         3.4.1.4 Actual values:       51         3.4.2 Menu item "connect ALARM":       52         3.4.3 Menu item "connect AIRBAG":       52         3.4.4 Menu item "connect TIPTRONIC":       52         3.5 Menu item "993"       53         3.5.1 Menu item "connect Motronic":       53         3.5.1.2 Drive links:       54         3.5.1.3 Drive links active:       54         3.5.1.4 Actual values:       54         3.5.2 Menu item "connect ALARM":       55         3.5.3 Menu item "connect AIRBAG":       55         3.5.6 Menu item "connect TIPTRONIC":       55         3.5.6 Menu item "connect TIPTRONIC":       55         3.5.6 Menu item "connect TIPTRONIC":       55         3.5.6.2 Actual values:       56         3.5.6.3 Bleed:       38         3.6.1 Version:       59         3.6.2 Supported ECU's:       59         3.6.3 Nenu item "connect Diag ECU":       61         3.6.3.1 Sensors:			
3.4 Menu item "968"       50         3.4.1 Menu item "connect Motronic":       50         3.4.1.1 Input signals:       50         3.4.1.2 Drive links:       51         3.4.1.3 Drive links active:       51         3.4.1.4 Actual values:       51         3.4.2 Menu item "connect ALARM":       52         3.4.3 Menu item "connect AIRBAG":       52         3.4.4 Menu item "connect TIPTRONIC":       52         3.5 Menu item "993"       53         3.5.1 Nenu item "connect Motronic":       53         3.5.1.2 Drive links:       54         3.5.1.3 Drive links active:       54         3.5.1.4 Actual values:       54         3.5.2 Menu item "connect ALARM":       55         3.5.3 Menu item "connect ALRBAG":       55         3.5.4 Menu item "connect ALRBAG":       55         3.5.6 Menu item "connect TIPTRONIC":       55         3.5.6 Menu item "connect ALRBAG":       55         3.5.6 Join liem "connect ALRBAG":       55         3.5.6 Menu item "connect ALRBAG":       56         3.5.6.2 Actual values:       56         3.5.6.3 Bleed:       36         3.6.1 Version:       59         3.6.2 Supported ECU's:       59         3.6.3 Sensors: </td <td></td> <td></td> <td></td>			
3.4 Menu item "968"       50         3.4.1 Menu item "connect Motronic":       50         3.4.1.2 Drive links:       50         3.4.1.3 Drive links active:       51         3.4.1.4 Actual values:       51         3.4.2 Menu item "connect ALARM":       52         3.4.3 Menu item "connect AIRBAG":       52         3.4.4 Menu item "connect TIPTRONIC":       52         3.5 Menu item "993"       53         3.5.1 Input signals:       53         3.5.1.2 Drive links:       54         3.5.1.3 Drive links active:       54         3.5.1.4 Actual values:       55         3.5.2 Menu item "connect ALARM":       55         3.5.3 Menu item "connect AIRBAG":       55         3.5.5 Menu item "connect TIPTRONIC":       55         3.5.6 Menu item "connect TIPTRONIC":       55         3.5.6 Menu item "connect TIPTRONIC":       55         3.5.6.2 Actual values:       56         3.5.6.2 Supported ECU's:       59         3.6.3 Menu item "connect Diag ECU":       61         3.6.3.1 Sensors:       61         3.6.3.2 Drive links:       62			
3.4.1 Menu item "connect Motronic":       50         3.4.1.1 Input signals:       50         3.4.1.2 Drive links:       51         3.4.1.3 Drive links active:       51         3.4.1.4 Actual values:       51         3.4.2 Menu item "connect ALARM":       52         3.4.3 Menu item "connect AIRBAG":       52         3.4.4 Menu item "connect TIPTRONIC":       52         3.5 Menu item "993"       53         3.5.1 Menu item "connect Motronic":       53         3.5.1.2 Drive links:       53         3.5.1.2 Drive links:       54         3.5.1.3 Drive links active:       54         3.5.1.4 Actual values:       55         3.5.2 Menu item "connect ALARM":       55         3.5.3 Menu item "connect ALRBAG":       55         3.5.4 Menu item "connect TIPTRONIC":       55         3.5.6 Menu item "connect ABS":       56         3.5.6.2 Actual values:       56         3.5.6.3 Bleed:       58         3.6.1 Version:       59         3.6.2 Supported ECU's:       59         3.6.3 Menu item "connect Diag ECU":       61         3.6.3.1 Sensors:       61         3.6.3.2 Drive links:       62	3 4		
3.4.1.1 Input signals:       50         3.4.1.2 Drive links:       51         3.4.1.3 Drive links active:       51         3.4.1.4 Actual values:       51         3.4.2 Menu item "connect ALARM":       52         3.4.3 Menu item "connect AIRBAG":       52         3.4.4 Menu item "connect TIPTRONIC":       52         3.5 Menu item "993"       53         3.5.1 Input signals:       53         3.5.1.2 Drive links:       54         3.5.1.3 Drive links active:       54         3.5.1.4 Actual values:       55         3.5.2 Menu item "connect ALARM":       55         3.5.3 Menu item "connect ALRBAG":       55         3.5.4 Menu item "connect TIPTRONIC":       55         3.5.6 Menu item "connect ABS":       56         3.5.6.2 Actual values:       56         3.5.6.3 Bleed:       58         3.6.1 Version:       59         3.6.2 Supported ECU's:       59         3.6.3 Menu item "connect Diag ECU":       61         3.6.3.1 Sensors:       61         3.6.3.2 Drive links:       62	•	3 4 1 Menu item "connect Motronic":	50
3.4.1.2 Drive links:       51         3.4.1.3 Drive links active:       51         3.4.1.4 Actual values:       51         3.4.2 Menu item "connect ALARM":       52         3.4.3 Menu item "connect AIRBAG":       52         3.4.4 Menu item "connect TIPTRONIC":       52         3.5 Menu item "993"       53         3.5.1 Menu item "connect Motronic":       53         3.5.1.1 Input signals:       53         3.5.1.2 Drive links:       54         3.5.1.3 Drive links active:       54         3.5.1.4 Actual values:       54         3.5.2 Menu item "connect ALARM":       55         3.5.3 Menu item "connect ALRBAG":       55         3.5.4 Menu item "connect CLIMATE":       55         3.5.5 Menu item "connect TIPTRONIC":       55         3.5.6 Menu item "connect ABS":       56         3.5.6.2 Actual values:       56         3.5.6.3 Bleed:       58         3.6.1 Version:       59         3.6.2 Supported ECU's:       59         3.6.3.1 Sensors:       61         3.6.3.2 Drive links:       62			
3.4.1.3 Drive links active:       51         3.4.1.4 Actual values:       51         3.4.2 Menu item "connect ALRARM":       52         3.4.3 Menu item "connect AIRBAG":       52         3.4.4 Menu item "connect TIPTRONIC":       52         3.5 Menu item "993"       53         3.5.1 Menu item "connect Motronic":       53         3.5.1.2 Drive links:       53         3.5.1.2 Drive links:       54         3.5.1.3 Drive links active:       54         3.5.1.4 Actual values:       55         3.5.2 Menu item "connect ALARM":       55         3.5.3 Menu item "connect AIRBAG":       55         3.5.4 Menu item "connect TIPTRONIC":       55         3.5.5 Menu item "connect TIPTRONIC":       55         3.5.6 Menu item "connect ABS":       56         3.5.6.2 Actual values:       58         3.5.6.3 Bleed:       58         3.6.1 Version:       59         3.6.2 Supported ECU's:       59         3.6.3.1 Sensors:       61         3.6.3.2 Drive links:       62			
3.4.1.4 Actual values:       51         3.4.2 Menu item "connect ALARM":       52         3.4.3 Menu item "connect AIRBAG":       52         3.4.4 Menu item "connect TIPTRONIC":       52         3.5 Menu item "993"       53         3.5.1 Menu item "connect Motronic":       53         3.5.1.1 Input signals:       53         3.5.1.2 Drive links:       54         3.5.1.3 Drive links active:       54         3.5.1.4 Actual values:       55         3.5.2 Menu item "connect ALARM":       55         3.5.3 Menu item "connect AIRBAG":       55         3.5.4 Menu item "connect CLIMATE":       55         3.5.5 Menu item "connect AIRS":       55         3.5.6 Menu item "connect ABS":       56         3.5.6.1 Drive links:       56         3.5.6.2 Actual values:       58         3.5.6.3 Bleed:       58         3.6.1 Version:       59         3.6.2 Supported ECU's:       59         3.6.3 Menu item "connect Diag ECU":       61         3.6.3.1 Sensors:       61         3.6.3.2 Drive links:       62			
3.4.2 Menu item "connect ALARM":       52         3.4.3 Menu item "connect AIRBAG":       52         3.4.4 Menu item "connect TIPTRONIC":       52         3.5 Menu item "993"       53         3.5.1 Menu item "connect Motronic":       53         3.5.1.1 Input signals:       53         3.5.1.2 Drive links:       54         3.5.1.3 Drive links active:       54         3.5.1.4 Actual values:       54         3.5.1.4 Nenu item "connect ALARM":       55         3.5.3 Menu item "connect AIRBAG":       55         3.5.4 Menu item "connect CLIMATE":       55         3.5.5 Menu item "connect TIPTRONIC":       55         3.5.6 Menu item "connect ABS":       56         3.5.6.2 Actual values:       56         3.5.6.3 Bleed:       58         3.6.1 Version:       59         3.6.2 Supported ECU's:       59         3.6.3 Menu item "connect Diag ECU":       61         3.6.3.1 Sensors:       61         3.6.3.2 Drive links:       62			
3.4.3 Menu item "connect AIRBAG":       52         3.4.4 Menu item "connect TIPTRONIC":       52         3.5 Menu item "993"       53         3.5.1 Menu item "connect Motronic":       53         3.5.1.1 Input signals:       53         3.5.1.2 Drive links:       54         3.5.1.3 Drive links active:       54         3.5.1.4 Actual values:       55         3.5.2 Menu item "connect ALARM":       55         3.5.3 Menu item "connect AIRBAG":       55         3.5.4 Menu item "connect CLIMATE":       55         3.5.5 Menu item "connect TIPTRONIC":       55         3.5.6 Menu item "connect ABS":       56         3.5.6.2 Actual values:       56         3.5.6.3 Bleed:       58         3.6.1 Version:       59         3.6.2 Supported ECU's:       59         3.6.3 Menu item "connect Diag ECU":       59         3.6.3 Nenu item "connect Diag ECU":       61         3.6.3.1 Sensors:       61         3.6.3.2 Drive links:       62		3.4.2 Menu item "connect Al ARM":	52
3.4.4 Menu item "connect TIPTRONIC":       52         3.5 Menu item "993"       53         3.5.1 Menu item "connect Motronic":       53         3.5.1.1 Input signals:       53         3.5.1.2 Drive links:       54         3.5.1.3 Drive links active:       54         3.5.1.4 Actual values:       55         3.5.2 Menu item "connect ALARM":       55         3.5.3 Menu item "connect AIRBAG":       55         3.5.4 Menu item "connect CLIMATE":       55         3.5.5 Menu item "connect TIPTRONIC":       55         3.5.6 Menu item "connect ABS":       56         3.5.6.1 Drive links:       56         3.5.6.2 Actual values:       58         3.5.6.3 Bleed:       58         3.6.1 Version:       59         3.6.2 Supported ECU's:       59         3.6.3 Menu item "connect Diag ECU":       61         3.6.3.1 Sensors:       61         3.6.3.2 Drive links:       62		3.4.3 Menu item "connect AIRBAG":	52
3.5 Menu item "993"       53         3.5.1 Menu item "connect Motronic":       53         3.5.1.1 Input signals:       53         3.5.1.2 Drive links:       54         3.5.1.3 Drive links active:       54         3.5.1.4 Actual values:       55         3.5.2 Menu item "connect ALARM":       55         3.5.3 Menu item "connect AIRBAG":       55         3.5.4 Menu item "connect CLIMATE":       55         3.5.5 Menu item "connect TIPTRONIC":       55         3.5.6 Menu item "connect ABS":       56         3.5.6.1 Drive links:       56         3.5.6.2 Actual values:       56         3.5.6.3 Bleed:       58         3.6.1 Version:       59         3.6.2 Supported ECU's:       59         3.6.3 Menu item "connect Diag ECU":       61         3.6.3.1 Sensors:       61         3.6.3.2 Drive links:       62		3.4.4 Menu item "connect TIPTRONIC":	52
3.5.1 Menu item "connect Motronic":       53         3.5.1.1 Input signals:       53         3.5.1.2 Drive links:       54         3.5.1.3 Drive links active:       54         3.5.1.4 Actual values:       55         3.5.2 Menu item "connect ALARM":       55         3.5.3 Menu item "connect AIRBAG":       55         3.5.4 Menu item "connect CLIMATE":       55         3.5.5 Menu item "connect TIPTRONIC":       55         3.5.6 Menu item "connect ABS":       56         3.5.6.1 Drive links:       56         3.5.6.2 Actual values:       58         3.5.6.3 Bleed:       58         3.6.1 Version:       59         3.6.2 Supported ECU's:       59         3.6.3 Menu item "connect Diag ECU":       61         3.6.3.1 Sensors:       61         3.6.3.2 Drive links:       62	3.5	Menu item "993"	53
3.5.1.1 Input signals:       53         3.5.1.2 Drive links:       54         3.5.1.3 Drive links active:       54         3.5.1.4 Actual values:       55         3.5.2 Menu item "connect ALARM":       55         3.5.3 Menu item "connect AIRBAG":       55         3.5.4 Menu item "connect CLIMATE":       55         3.5.5 Menu item "connect TIPTRONIC":       55         3.5.6 Menu item "connect ABS":       56         3.5.6.1 Drive links:       56         3.5.6.2 Actual values:       58         3.5.6.3 Bleed:       58         3.6.1 Version:       59         3.6.2 Supported ECU's:       59         3.6.3 Menu item "connect Diag ECU":       61         3.6.3.1 Sensors:       61         3.6.3.2 Drive links:       62		3.5.1 Menu item "connect Motronic":	53
3.5.1.2 Drive links:       54         3.5.1.3 Drive links active:       54         3.5.1.4 Actual values:       55         3.5.2 Menu item "connect ALARM":       55         3.5.3 Menu item "connect AIRBAG":       55         3.5.4 Menu item "connect CLIMATE":       55         3.5.5 Menu item "connect TIPTRONIC":       55         3.5.6 Menu item "connect ABS":       56         3.5.6.1 Drive links:       56         3.5.6.2 Actual values:       58         3.5.6.3 Bleed:       58         3.6.1 Version:       59         3.6.2 Supported ECU's:       59         3.6.3 Menu item "connect Diag ECU":       61         3.6.3.1 Sensors:       61         3.6.3.2 Drive links:       62			
3.5.1.3 Drive links active:       54         3.5.1.4 Actual values:       55         3.5.2 Menu item "connect ALARM":       55         3.5.3 Menu item "connect AIRBAG":       55         3.5.4 Menu item "connect CLIMATE":       55         3.5.5 Menu item "connect TIPTRONIC":       55         3.5.6 Menu item "connect ABS":       56         3.5.6.1 Drive links:       56         3.5.6.2 Actual values:       58         3.5.6.3 Bleed:       58         3.6.1 Version:       59         3.6.2 Supported ECU's:       59         3.6.3 Menu item "connect Diag ECU":       61         3.6.3.1 Sensors:       61         3.6.3.2 Drive links:       62			
3.5.1.4 Actual values:       55         3.5.2 Menu item "connect ALARM":       55         3.5.3 Menu item "connect AIRBAG":       55         3.5.4 Menu item "connect CLIMATE":       55         3.5.5 Menu item "connect TIPTRONIC":       55         3.5.6 Menu item "connect ABS":       56         3.5.6.1 Drive links:       56         3.5.6.2 Actual values:       58         3.5.6.3 Bleed:       58         3.6.1 Version:       59         3.6.2 Supported ECU's:       59         3.6.3 Menu item "connect Diag ECU":       61         3.6.3.1 Sensors:       61         3.6.3.2 Drive links:       62			
3.5.2 Menu item "connect ALARM":       55         3.5.3 Menu item "connect AIRBAG":       55         3.5.4 Menu item "connect CLIMATE":       55         3.5.5 Menu item "connect TIPTRONIC":       55         3.5.6 Menu item "connect ABS":       56         3.5.6.1 Drive links:       56         3.5.6.2 Actual values:       58         3.5.6.3 Bleed:       58         3.6.1 Version:       59         3.6.2 Supported ECU's:       59         3.6.3 Menu item "connect Diag ECU":       61         3.6.3.1 Sensors:       61         3.6.3.2 Drive links:       62			
3.5.3 Menu item "connect AIRBAG":       55         3.5.4 Menu item "connect CLIMATE":       55         3.5.5 Menu item "connect TIPTRONIC":       55         3.5.6 Menu item "connect ABS":       56         3.5.6.1 Drive links:       56         3.5.6.2 Actual values:       58         3.5.6.3 Bleed:       58         3.6.1 Version:       59         3.6.2 Supported ECU's:       59         3.6.3 Menu item "connect Diag ECU":       61         3.6.3.1 Sensors:       61         3.6.3.2 Drive links:       62		3.5.2 Menu item "connect ALARM":	55
3.5.4 Menu item "connect CLIMATE":       55         3.5.5 Menu item "connect TIPTRONIC":       55         3.5.6 Menu item "connect ABS":       56         3.5.6.1 Drive links:       56         3.5.6.2 Actual values:       58         3.5.6.3 Bleed:       58         3.6 Menu item "settings"       59         3.6.1 Version:       59         3.6.2 Supported ECU's:       59         3.6.3 Menu item "connect Diag ECU":       61         3.6.3.1 Sensors:       61         3.6.3.2 Drive links:       62		3.5.3 Menu item "connect AIRBAG":	55
3.5.6 Menu item "connect ABS":       56         3.5.6.1 Drive links:       56         3.5.6.2 Actual values:       58         3.5.6.3 Bleed:       58         3.6 Menu item "settings"       59         3.6.1 Version:       59         3.6.2 Supported ECU's:       59         3.6.3 Menu item "connect Diag ECU":       61         3.6.3.1 Sensors:       61         3.6.3.2 Drive links:       62		3.5.4 Menu item "connect CLIMATE":	55
3.5.6 Menu item "connect ABS":       56         3.5.6.1 Drive links:       56         3.5.6.2 Actual values:       58         3.5.6.3 Bleed:       58         3.6 Menu item "settings"       59         3.6.1 Version:       59         3.6.2 Supported ECU's:       59         3.6.3 Menu item "connect Diag ECU":       61         3.6.3.1 Sensors:       61         3.6.3.2 Drive links:       62		3.5.5 Menu item "connect TIPTRONIC":	55
3.5.6.2 Actual values:       58         3.5.6.3 Bleed:       58         3.6 Menu item "settings"       59         3.6.1 Version:       59         3.6.2 Supported ECU's:       59         3.6.3 Menu item "connect Diag ECU":       61         3.6.3.1 Sensors:       61         3.6.3.2 Drive links:       62		3.5.6 Menu item "connect ABS":	56
3.5.6.2 Actual values:       58         3.5.6.3 Bleed:       58         3.6 Menu item "settings"       59         3.6.1 Version:       59         3.6.2 Supported ECU's:       59         3.6.3 Menu item "connect Diag ECU":       61         3.6.3.1 Sensors:       61         3.6.3.2 Drive links:       62		3.5.6.1 Drive links:	56
3.5.6.3 Bleed:       58         3.6 Menu item "settings"       59         3.6.1 Version:       59         3.6.2 Supported ECU's:       59         3.6.3 Menu item "connect Diag ECU":       61         3.6.3.1 Sensors:       61         3.6.3.2 Drive links:       62			
3.6 Menu item "settings"       59         3.6.1 Version:       59         3.6.2 Supported ECU's:       59         3.6.3 Menu item "connect Diag ECU":       61         3.6.3.1 Sensors:       61         3.6.3.2 Drive links:       62			
3.6.1 Version:       59         3.6.2 Supported ECU's:       59         3.6.3 Menu item "connect Diag ECU":       61         3.6.3.1 Sensors:       61         3.6.3.2 Drive links:       62	3.6		
3.6.3 Menu item "connect Diag ECU":       61         3.6.3.1 Sensors:       61         3.6.3.2 Drive links:       62			
3.6.3 Menu item "connect Diag ECU":       61         3.6.3.1 Sensors:       61         3.6.3.2 Drive links:       62		3.6.2 Supported ECU's:	59
3.6.3.1 Sensors:		3.6.3 Menu item "connect Diag ECU":	61
3.6.3.2 Drive links:			
		3.6.3.3 Actual values:	62

# 1. Introduction

The Porsche 928 is one of the finest sports cars Porsche ever made. It is timeless in design and one of a kind in the way luxury and performance are combined. However, this wonderful car is also a complex piece of machinery and from the moment of the first development drafts on, it was clear that electronics would play an important role in the management and controls of this car. Developed in the early 70's the car started life in 1978 as the 928. It then developed into the 928S model, the S2, S4, GT, and GTS. In 1986, Porsche started using advanced Bosch Automotive Electronics for several car functions and engine management, and in 1987 the first controllers that had internal diagnostics and fault memory were fitted.

Porsche developed a few diagnostic tools to cope with these new electronic features such as the 9268. This was a handheld device with a small display providing code messages. It used a simple binary signal to retrieve information from the controllers.





Later Bosch marketed the more advanced KTS300 (Porsche 9288) which became famous under the name of the Bosch "Hammer" because of its shape. This is a more versatile tool than the 9268 and was able to provide test signals, information, check sensor signals, and read fault codes from several models and controllers.

Porsche also developed a PST2 diagnostic PC and the Bosch KTS500 for use in their workshops. These were even more advanced and updated for modern Porsche models of today.



In 2005 Porsche 928 enthusiasts in the Netherlands under the name of "928-ecu-repair" started working on the protocols of this diagnostic system basically to understand and maybe develop an affordable and versatile diagnostic tool. Because the Porsches are starting to age and show flaws in the electric and electronic systems an affordable diagnostic tool was called for. This age related problems include the ECU break down and malfunctioning actuators and sensors. Troubleshooting without tools is not the easiest job. This tool was developed to solve this problem. It was developed purely from studying the system and monitoring the data. Therefore, no copyrights have been breached. It is intended for both personal use and workshops. The interface and software deals with Porsche 928 / 944 / 964 / 968 / 993 controllers dating from 1987 onwards, thus S4, GT, and GTS models for the 928, C2 and C4 for the 964, S2 for the 944, the 968 and finally the C2, C4 for the 993

### **IMPORTANT:**

The PDT999 does also support the 993 turbo and 993 yr > 95 series. These cars are using the flat 16P OBDII connector. Inform "928-ecu-repair" about this cable.

Supported Porsches and models:

### 928 models S4,GT,GTS:

The 1987 and 1988 928-models had a 12pin socket to plug in the diagnostic device. This rectangular socket was intended for the 9268 interface that was also used in the 944 models in that time. A separate cable for this version will have to be ordered.

In 1989, Porsche redesigned the diagnostics wiring loom and fitted the 19pin diagnostics connector socket under a cover at the passenger side seat. (LHD)

The PDT999 connects to these interface connections, and communicates with the following 928 controllers (if fitted):

- LH, injection controller;
- EZK, ignition controller;
- RDK, tire pressure controller;
- ABS, anti locking brake system controller;
- PSD, Porsche slip differential controller (built inside the ABS box);
- ALARM, alarm and central locking controller;
- AIRBAG, then airbag controller,
- Knock count,
- Idle stabilization program,
- Enable dashboard diagnosis.

Diagnostic Capability by Model Year:

	Controller Installed with Diagnostics Functions? (Yes/No)					Diagnostic Port Connector			
Year	LH	EZK	RDK	PSD	Airbag	Alarm	Digital Instrument Cluster <sup>2</sup>	19- way	12- way
1987	Yes <sup>1</sup>	Yes <sup>1</sup>	No	No	No	No	No	No	Yes
1988	Yes	Yes	No	No	No	No	No	No	Yes
1989	Yes	Yes	No	No	No	No	Yes	Yes	No
1990	Yes	Yes	Yes	Yes	US only	No	Yes	Yes	No
1991	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
1992	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
1993	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	No
1994	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	No
1995	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	No

Note1. The late 1987 model was the first 928 with diagnostic capabilities. Diagnostics are only possible if the ecu says DIA on the label or with updated firmware, which brings the ecu up to 1988 standard with the DIA features.

Note2. The digital instrument cluster comes in different software versions K25-K29 with different capabilities.

### 944 models S2:

The PDT999 communicates with the following 944 S2 controllers (if fitted):

- MOTRONIC, injection controller,
- ALARM, alarm and central locking controller;
- AIRBAG, airbag controller,
- Idle stabilization program,
- Knock count.

### 964 models C2 and C4:

The round diagnose plug for the C2 and C4 models is fitted on the right site of the passenger's foot well.

The PDT999 communicates with the following 964 controllers (if fitted):

- MOTRONIC, injection controller,
- ALARM, alarm and central locking controller;
- AIRBAG, then airbag controller,
- CLIMATE, climate controller.
- PDAS, Porsche Dynamische Allrad Steurung, porsche slip differential controller and anti system controller (only valid for C4 models),
- TIPTRONIC, tiptronic controller (if fitted),
- Idle stabilization program.

### 968:

The PDT999 communicates with the following 968 controllers (if fitted):

- MOTRONIC, injection controller,
- ALARM, alarm and central locking controller;
- AIRBAG, airbag controller,
- TIPTRONIC, tiptronic controller (if fitted),

### 993 models C2, C4:

The diagnose plug for the C2 and C4 models is fitted on the right site of the passengers foot well.

The PDT999 communicates with the following 993 controllers (if fitted):

- MOTRONIC, injection controller,
- ABS, anti locking brake system controller,
- ALARM, alarm and central locking controller;
- AIRBAG, airbag controller,
- TIPTRONIC, tiptronic controller (if fitted),
- CLIMATE, climate controller.

This document describes the all commands used in the PDT999. Commands like

- Reading ECU type,
- Reading and clearing fault-codes,
- Reading input signals like throttles, switches, etc
- Reading actual values like temperatures, voltages, etc.
- · Reading sensor values like load, engine temperatures, etc,
- Performing drive links like actuate injectors, flaps, blowers etc,
- Performing drive links active when engine runs,
- Performing idle stab programs, knock counts, enable dash diagnosis.

Most of the commands are also described in the Workshop Manuals of each car. So please refer to these manuals for additional information about the commands and results. The PDT reacts in such a way that the commands and responses are almost the same as the hammer KTS301 with a software module from august-95. But some commands are not implemented due to safety reasons. Commands like locking airbags. Once you lock an airbag, according to the workshop manual, it is not easy to unlock the airbag. "928-ecu-repair" does not like such kind of commands so left them out of the menu structure.

# 2. How to use the PDT999?

This chapter describes in a nutshell how to use the tool.

### 2.1 Introduction:



### Box:

The box has the following dimensions: 185mm x 85mm x 28mm.

### Display:

The PDT contains a 4x 20 display with backlight. Backlight color is light green and the characters are black. The dimensions of the display are: 58 mm x 20 mm.

### **Buttons:**

The PDT contains only four buttons.

- With the buttons **A** (down) and **B** (up) you can navigate through the menu structure.
  - With button **C** you can select the commands and items in the menu, and switch back when your test is ready.
  - With button On/Off the user is able to switch on/off the backlight of the PDT. When the user connects the PDT to the car, first the user has to press the On/Off button to switch on the backlight and to enter the main menu. When the user presses the On/Off button again, the backlight will be switched off to save power consumption, but the PDT is still consuming power from the battery!

### Connector:

The connection with the car is provided by a 15-SUBD male connector.

### Cable:

There are three cable's possible to connect to the PDT.

- 1. One with at the end the round 19P connector,
- 2. One with at the end the 12P connector special for 928, model S4, year 87. But the idle stab program for 928 will not work on the 12P variant.
- 3. Finally the 16P flat OBDII connector for 993 model year > 95.

# Power supply:

The PDT uses the power available on the diagnose connector of the car.

### **Software version:**

The current software version of the PDT is V1.30, November 2010

# 2.2 How to navigate through the menus:

This paragraph describes the part of the complete menu structure. part of the total menu structure because the other part of the menu structure (commands of each ECU) of will be explained in Chapter 3. This paragraph shows a motronic example: how to connect to the motronic, how to navigate through the motronic menus, how to read the fault-codes, how to clear them, how to select a certain test, how to use the buttons, etc.

### Let's start:

# Connect the PDT to the car and press the Onoff button



---- PDT999 ----928/944/964/968/993 (c) 928-ecu-repair V1.30 November 2010

	MENU:	1/6
*928		->
944		->
964		->

144 TN 145 NU.	A /C
MAIN MENU:	4/6
<b>*964</b>	->
993	->
Settings	->

### STARTUP SCREEN:

When the user connects the PDT to the car, the startup screen will be visible. It contains the supported cars, hardware version number (1), software version number (23) and product release (November 2010). After 3 seconds, the next screen will be visible automatically.

### MAIN MENU:

Now the user will see the main menu. It contains 6 items and the cursor (the \*) is at the first position of the menu (1 out of 6: 1/6 visible) item 928. With buttons A and B the user can navigate through the menu. The "->" means that when the user selects with button C this item, the next menu will be visible.

### MAIN MENU:

We are still in the main menu but the user has pressed some times on button A (bar down). The cursor is on the 964 (\*). Press button C when the cursor is at 964 to select the 964.

Remark: When the cursor is on the last position ("Settings") and the user presses again button A the menu will be back at position 1 (scroll through mechanism).

964:	1/7
*MOTRONIC	->
ALARM	->
AIRBAG	->

964:	4/7
*CLIMATE	->
PDAS	->
TIPTRONIC	->
1	

964:	6/7
PDAS	->
*TIPTRONIC	->
<- back	

Connect to MOTRONIC Please wait

### 964:

The user has selected the 964 and enters the next menu. The 964 main menu contains 7 items and the cursor is again on position 1. In next screens you will see the other items.

### 964:

On these two screens the user will see the other available ECU's of the 964 (if fitted). If fitted: not all 964's have a PDAS system on board, only C4 models. So probably when you select the PDAS with button C, the PDT tries to connect to the PDAS ECU. If PDAS is not fitted, the connection will fail and the PDT switches back to the 964-menu.

When the user wants to switch back to the MAIN MENU, select the "<br/>back" item and press button C. Each menu has a back functionality at the end of each menu.

Ok let's connect to the motronic. So navigate with buttons A and B to cursor 1, MOTRONIC and press button C to select.

### CONNECT:

Now the PDT tries to connect to the motronic. It will try 3x times to connect. If the motronic is broken or not fitted, the connection fails and the PDT switches back to the 964-menu.

If it connects, the following screen will be visible:

# Remark:

The user can break the connection procedure with pressing button C.

MOTRONIC 1/7\*
\*read version
read fault codes
clear fault codes

MOTRONIC 4/7\*
\*input signals ->
drive links ->
actual values ->

ECU-nr: M00MOTRONIC Info1: 9646181240 Info2: 0261200473 Info3: 1267356577

MOTRONIC 2/7\*
read version
\*read fault codes
clear fault codes

### MOTRONIC:

So now the PDT is connected to the motronic. You can see that on the first line, right site. The "\*" on this line is blinking. That means that the PDT is communicating with the motronic. When you see a "#" is blinking, that means that the engine of the car is running.

Again a list with commands is available. With scroll down the user can see the other items ("input signals" etc).

### Remark:

The first three menu items "read version", "read fault codes" and "clear fault codes" are for all ECU's the same.

The cursor is at the first position but there is no "->" on the line at the right site. That means when the user selects this item, the user will NOT enter a menu anymore but enters an **information screen** with the requested information.

The user selects item "read version", press button C and the following information screen appears:

### INFO:

Now the user will see some information retrieved from the motronic. The version of the motronic is M00, which is the motronic version of the 964. The 968 has another motronic version, M03 and the 993 has motronic version M04.

When the user presses button C again, the motronic main menu will be visible again.

Ok, press button C to switch back to the motronic menu and press buttons A and B to navigate to the next item: "read fault codes".

Press button C to select the item "read fault codes". Now the PDT reads the fault codes, that takes some time (5 seconds) and then the following information screen appears:

Faultcodes:

number of faultcodes - 2

Faultcodes: 1/2 - 13 -Full load contact, short to ground

Faultcodes: 2/2 - 31 -Knock sensor 1

MOTRONIC 3/7\*
read version
read fault codes
\*clear fault codes

Faultcodes:

Faultcodes cleared

INFO:

After some time the following screen can appear (if there are fault codes). In this example two fault-codes are retrieved from the motronic.

Press button A to show the first fault code.

This is the first fault code. The code is number – 13 -. And the fault message is "full load contact, short to ground".

Press button A again to show the second fault code.

This is the second fault code.

Press button C to switch back to the motronic main menu.

### Remark:

With button B, the user can switch back to the previous fault code.

MOTRONIC:

Now the user is back to the menu. Navigate to the next item, "clear fault codes" and press button C to select. The following information screen appears:

INFO:

The command to clear the fault codes is sent to the motronic. To check if the fault-codes are really cleared, the user has to switch back to the motronic menu and select "read fault codes" again.

### Remark:

This information screen faultcodes cleared is only visible for 3 seconds. The PDT switches automatically back to the motronic menu.

MOTRONIC 4/7\* read fault codes clear fault codes \*input signals ->

### MOTRONIC:

Ok, the user is back to the motronic main menu. Navigate to the next menu item, "input signals". Press button C to select. The following menu appears:

Input signals: 1/3\*
\*throttle
 airco
 <- back</pre>

### **MOTRONIC INPUT SIGNALS:**

The user can select three items, the position of the throttles, the position of the airco switch or switch back to the motronic main menu.

Select button C to show the position of the throttles. The following information screen appears:

### Throttle:

\*<- back

t.idle: closed
t.full: open

INFO:

The position of the throttle idle is closed, and the position of the throttle full is open.

Press button C to switch back to the input signals menu.

Input signals: 3/3\*
 throttle
 airco

MOTRONIC INPUT SIGNALS:

Now we skip the airco test. It is almost the same as the throttle test.

Navigate to the menu item "back" and press button C to enter the motronic menu back.

MOTRONIC 5/7\* clear fault codes input signals -> \*drive links ->

### MOTRONIC:

Back to the motronic main menu. Navigate to the next menu item, "drive links", press button C to select and the following menu appears: Drive links 1/10\*
\*fuel tank vent
idle stabilizer
resonance plate

### MOTRONIC DRIVE LINKS:

The user can select 5 items. Select the first item, "fuel tank vent". The following information screen appears:

fuel tank vent.:
listen to actuator!

INFO:

Listen in your motor compartment!

Press button C to switch back to the motronic drive links menu.

Drive links 10/10\* fuel injector 5 fuel injector 6 \*<-back

MOTRONIC DRIVE LINKS:

The other 8x drive links are the same.

Navigate to the back item, select with button C and switch back to the motronic main menu.

# **IMPORTANT:**

In the next Chapter the menu structure will be shown in a little bit different way. During the described example, the user should now understand how to navigate through the menus, how to connect to a ECU, which buttons are important, how to switch back etc. Take the example above, the motronic drive links menu. In the next Chapter this menu will be described like this:

Drive links 1/10\*
\*fuel tank vent
idle stabilizer
resonance plate
fuel injector 1
fuel injector 2
fuel injector 3
fuel injector 4
fuel injector 5
fuel injector 6
<-back

Ok let's switch back to the motronic example.

MOTRONIC 6/7\*
drive links ->
\*actual values ->
<-back

MOTRONIC:

The last menu item is actual values. Navigate to the "actual values".

Press button C and the following menu appears:

Actual values:1/12\*
\*vbat
engine temperature
air temperature

MOTRONIC ACTUAL VALUES: Select the first menu item "vbat". The following information screen appears:

Battery voltage:

Actual: 12.56 V

INFO:

Battery voltage on screen, press button C to switch back to the motronic actual values menu.

The complete motronic actual values menu is:

Actual values:1/12\*

\*vbat
engine temperature
air temperature
lambda
transmission
cat. / no cat.
Maf
Speed
Load
Spark
Stabilizer
<-back

MOTRONIC 7/7\*
input signals ->
drive links ->
\*<- back

MOTRONIC:

Now the user is back in the motronic main menu. Navigate to the last item "back". Select this item and the communication with the motronic stops and the following menu appears:

964:	1/7
*MOTRONIC	->
ALARM	->
AIRBAG	->

964:

Now the user is free to navigate to another ECU in the system.

# 2.3 Special command's, screens, etc:

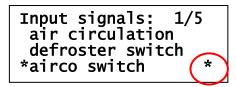
In the previous paragraph we explained the basics of the PDT. This paragraph describes the special commands, strange screen information and some explanation:

# 2.3.1 Select a menu item with a \*:

Main menu:

- Navigate to "964" and select,
- Navigate to "climate" and select (connection will start),
- When connected: Navigate to "input signals" and select "input signals",
- Navigate to "airco switch" and select "airco switch",

The following screen appears:



On fourth line of the display, you see an additional star behind "airco switch" (red circle). What does this star mean?

There are two versions of climate control ECU's for the 964. The first version is version H03 and the second version is H04. This information the user can retrieve from the climate control ECU by reading the "read version" in the climate main menu. See the motronic example in paragraph 2.2 how to do.

The airco switch is NOT available in climate version H03. So when the car has such a module inserted and the user wants to read the airco switch (which is not in) by selecting this menu item in PDT, the following screen appears:

Airco switch:
Button not supported in this ECU version

Press button C to return to the climate input signals menu.

# 2.3.2 Select a menu item when engine runs:

The engine is running and the user connects to a certain ECU. Sometimes a command / menu item can only be executed when the engine is NOT running. When the user selects such a command while the engine is running, the following will be visible:

### Example:

Engine is running,

Main menu:

- Navigate to "928" and select,
- Navigate to "LH" and select (connection will start),
- When connected to "LH",
- Navigate to "drive links" and select "drive links",

The following screen appears:

Drive links: 1/5#
\*fuel tank vent
Idle stabilizer
Resonance flap

Select "fuel tank vent"

The following screen appears:

Fuel tank vent: #
Cannot perform test:
Switch off engine,
connect& check again

The user should do:

- 1) Switch off the running engine,
- 2) Perform a ignition only,
- 3) Navigate back to the LH-Drive links menu (main menu->928->LH->connect, etc)
- 4) Perform the test again.

# 2.3.3 Select a menu item when only ignition on:

The engine is NOT running, just ignition on, and the user connects to a certain ECU. Sometimes a command / menu item can only be executed when the engine IS running. When the user selects such a command while the engine not is running, the following will be visible:

### **Example:**

Engine is NOT running, just ignition on:

Main menu:

- Navigate to "928" and select EZK (start connection),
- · When connected, navigate and select to "actual values",

The following screen appears:

```
Actual values: 1/4*
*ects
rpm
load signal
```

Select "ects":

The following screen appears:

```
ects: *
Cannot perform test:
Please start engine,
connect& check again
```

The user should do:

- 1. Switch on the engine,
- 2. Navigate back to the EZK-actual values menu (main menu->928->EZK->connect, etc)
- 3. Perform the test again.

# 2.3.4 Connection error:

Sometimes the communication with an ECU fails... Especially the alarm module version I00 and tiptronic ECU's have difficulties with the communication, but also other modules can fail. What happens? The following messages appear on the screen:

```
! Connection ERROR !
C = return to menu
```

The user should press button C to return to the main menu of the Porsche type.

# 3. Commands on the PDT999:

After the startup screen, the following screen appears:

MAIN MENU	1/6
<b>*928</b>	->
944	->
964	->
968	->
993	->
Settings	->

In this menu, no back item is available. This is the "main menu" where the user can select the Porsche type or check some "settings". The star is on the first item of the list, so 1 out of 6 (1/6) on the first line of the screen. The "->" means when the user enters this menu item by pressing button C (select), a new menu structure appears on the screen.

Paragraph 3.x explains the main menu of each Porsche type (3.1, 928, 3.2, 944 etc). Paragraph 3.x.x explains the supported ECU types of a Porsche type or other measurements like "knock count".

# 3.1 Menu item "928"

When the user selected the Porsche type 928, the following menu items are possible to select:

928:	1/10
*Connect LH	->
Connect EZK	->
Connect PSD	->
Connect RDK	->
Connect ALARM	->
Connect AIRBAG	->
Knock count	
Idle adaptatior	1
Dashboard diagr	nosis
<- back	

In the following paragraphs each menu item will be explained:

### 3.1.1 Menu item "connect LH":

When the PDT is successfully connected to the LH the following LH menu appears:

```
LH: 1/7
*read version
read fault codes
clear fault codes
input signals ->
drive links ->
actual values ->
<- back
```

The first three menu items ("read version", "read fault codes", "clear fault codes") are for all ECU types the same and already explained in the example in Chapter 2.

### 3.1.1.1 Input signals:

When the user selects the "input signals", the following screen appears:

Input signals: 1/5
\*throttle
idle speed / drop
airco
coding
<- back

### Throttle:

When the user selects the "throttle", the following screen appears:

Throttle:

Idle: closed Full: open

When the user presses slowly the throttle, the following screen appears:

Throttle:

Idle: open Full: open

And if the user presses the kick down switch, the following screen appears:

throttle:

t.idle: open
t.full: closed

### Idle speed / drop:

When the user selects the "idle speed/drop", the following screen appears when gear is in "P" or "N":

Idle speed / drop:

actual: open

When you have an automatic transmission in your 928, move the gear to "1" or "2" or "3":

Idle speed / drop:

actual: closed

### Airco:

When the user selects the "airco", the following screen appears:

Airco:
clutch: off
on: off

Press the AC button on your heating control unit. Both values should change to "on":

Airco:
clutch: on
on: on

**Remark**: We encounter that not always both values are on "on" when AC button is pressed. When the user has a LH unit which hybride is replaced by the firm: "JDS Porsche, Cambridge UK", it is possible that only one value, "clutch", switches to "on".

# Coding:

When the user selects the "coding" and the engine is running, the following screen appears when you have a S4/GTS Automatic with CAT (>1988):

Coding:

code 2: on
code 6: off

### 3.1.1.2 drive links:

When the user selects the "drive links", the following screen appears:

Drive links 1/5
\*fuel tank vent
idle stabilizer
resonance flap
fuel injectors
<- back

When the user selects one of the drive links (and engine is not running), the following screen appears:

Injection valve: Listen to actuator! When the user has the engine running, the following message appears:

```
Injection valve: #
Cannot perform test:
Switch off engine,
connect& check again
```

Please stop running the engine with ignition off, turn only ignition on, connect again to LH, and select drive links and again "injection valve".

### 3.1.1.3 actual values:

When the user selects the "actual values", the following screen appears:

```
Actual values 1/8
*rpm
oxysensor
mass air flow
engine temperature
v-bat
v-ref
ezk on
<- back
```

**Remark:** the actual value menu differs completely from the Bosch hammer KTS301. The KTS301 is **NOT** able to measure the "EZK-ON" signal, the "MAF" voltage, behavior of the "oxysensor", "rpm", "v-bat", "v-ref" and "engine temperature".

### RPM:

When the user selects the "rpm" and the engine is running, the following screen appears:

```
rpm:
actual: 849 l/min
```

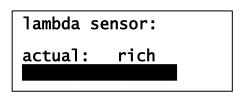
If the engine is not running, the user will see the following message:

```
rpm:
cannot perform test:
please start engine
connect& check again
```

Start engine running, probably connection will fail, reconnect to LH, and select "actual values" and finally again "rpm".

### OXYSensor / Lambda:

When the user selects the "oxysensor" and the engine is running, the following screen appears:



### Mass air flow:

When the user selects the "mass air flow", the following screen appears:

maf sensor:

actual: 2.08 V

# **Engine temperature:**

When the user selects the "engine temperature", the following screen appears:

engine temp.:

actual: 62.8 deg

145.0 F

### V-bat:

When the user selects the "v-bat", the following screen appears:

battery voltage:

actual: 12.41 V

### V-ref:

When the user selects the "v-ref", the following screen appears:

ref. voltage:

actual: 4.12 V

### EZK-on:

When the user selects the "ezk-on", the following screen appears:

ezk on. signal:

actual: 12.09 V

# 3.1.2 Menu item "connect EZK":

When the PDT is successfully connected to the EZK the following EZK menu appears:

```
EZK: 1/7
*read version
read fault codes
clear fault codes
sensors ->
actual values ->
<- back
```

### 3.1.2.1 Sensors:

When the user selects the "sensors", the following screen appears:

```
Sensors: 1/5
*throttle full
trans. prot. sw.
transmission
cat. / no cat.
<- back
```

**Remark:** New additional commands versus the Bosch hammer KTS301. The "trans. Prot. Sw" (transmission protection switch) and "throttle full".

### Throttle full:

When the user selects the "throttle full", the following screen appears:

throttle full: actual: open

**Remark:** The user is able to check "throttle full" when the user connects to LH and select "input signals".

### **Transmission protection switch:**

When the user selects the "trans.prot.sw.", the following screen appears:

Trans.prot. sw.:
actual: open

### Transmission:

When the user selects the "transmission", the following screen appears when the user has a car with automatic transmission:

transmission:
actual: automa.

### Cat. / no cat:

When the user selects the "cat. /no cat", the following screen appears when the user has a car with cat:

Cat. / no cat.:
actual: cat.

### 3.1.2.2 Actual values:

When the user selects the "actual values", the following screen appears. The user is able to read those values only when the engine is running.

Actual values 1/4
\*ects
rpm
load signal
<- back

### ects:

When the user selects the "ects", the following screen appears:

ects: actual: 62.8 deg 145.0 F

### Rpm:

When the user selects the "rpm", the following screen appears:

rpm: actual: 1024 l/min

### Load signal:

When the user selects the "load signal", the following screen appears:

Load signal: actual: 382.3 usec

# 3.1.3 Menu item "connect PSD":

When the PDT is successfully connected to the PSD the following PSD menu appears:

PSD: 1/5
\*read version
read fault codes
clear fault codes
drive links ->
<- back

### 3.1.3.1 Drive links:

Drive links 1/3
\*bleed valve
Transverse lock
<- back

The two drive link test differs from the other tests so below a separate description how to perform the "bleed valve" and "transverse lock" tests:

### Drive links bleed valve:

When the user selects the "bleed value", the following screen appears:

Bleed valve:

Open bleed valve, A = start

Bleed valve:

bleed ready ?,
A = stop

Bleed valve:

Close bleed valve, A = continue

Bleed valve:

Bleed valve closed? A = reduce pressure

Pressure red.:

actual: started

PSD:

The user should first open the bleed valve and then press button A to start.

The following screen appears:

PSD:

When the bleeding is ready (no fluid), press button A to stop.

The following screen appears:

PSD:

Close the bleed valve and press button A to continue.

The following screen appears:

PSD.

The user has closed the bleed valve and press button A to reduce the pressure.

The following screen appears:

PSD:

The PDT is busy with reducing the pressure, after 6 seconds the following screen appears:

Pressure red.:

actual: ready

PSD:

The bleed procedure is ready, after 5 seconds the PDT switches back to the drive link menu.

### **Drive links transverse lock:**

When the user selects the "transverse lock", the following screen appears:

Transverse lock:

actual: X

PSD

The user should hear clearly the pump. The value X on the screen counts from 1 to 20.

After 3 seconds the following screen appears:

PSD:

The user should rotate the rear wheel to check if the lock is active. Press button A if the lock is active, otherwise press button B.

User presses button A (yes):

Transv.lock active? A = yes, B = no

Transverse lock:

Rotate rear wheel

Transverse lock:

A = reduce pressure

PSD:

Reduce the pressure, press button A

Pressure red.:

actual: started

PSD:

The PDT is busy with reducing the pressure, after 6 seconds the following screen appears:

Pressure red.:

actual: ready

PSD:

The bleed procedure is ready, after 5 seconds the PDT switches back to the drive link menu.

### 3.1.4 Menu item "connect RDK":

When the PDT is successfully connected to the RDK the following RDK menu appears:

RDK: 1/6
\*read version
read fault codes
clear fault codes
trip info \*
input signals ->
sensors ->
<- back

# 3.1.4.1 Trip information:

Only the RDK module version R01 support the trip information (that is why an "\*" start is added on that line). When the user selects the trip information, the following screen appears:

trip: please wait

trip: Trp: RL: RR: FL: FR: -1 10 0 0 10 RDK:

The PDT is collecting all trip information and after 6 seconds the first (out of 8) trip information will be visible. The first trip-information is the information of the last drive.

RDK:

With buttons A and B the user can scroll through the trip information list. The value 10 means 10 KM/h.

# 3.1.4.2 Input signals:

When the user selects the "input signals", the following items are possible to select:

Input signals: 1/2
\*pressure switch
<- back

The user selects the "pressure switches". The following screen appears:

Pressure switch:

FL: open FR: open RL: open RR: closed

RDK:

Lift one of the wheels and turn the wheel slowly... suddenly the user should see a transition from "open" to "closed".

### 3.1.4.3 Sensors:

When the user selects the "sensors, the following items are possible to select:

Sensors: 1/3
\*hf sending unit
Abs speed sensor
<- back

The user selects the "hf sending unit". The following screen appears:

Hf sending:

FL: 128 FR: 128 RL: 128 RR: 128

HF sending:

A reading of 125-150 for each sensor is a correct value.

The user selects the "abs speed sensor". The following screen appears:

Abs speed:

FL: 0 FR: 0 RL: 0

ABS speed:

Lift one of the wheels and turn the wheel fast... suddenly the user should see a transition from 0 to a value smaller than 6.

### 3.1.5 Menu item "connect ALARM":

When the PDT is successfully connected to the ALARM the following ALARM menu appears:

```
ALARM: 1/7
*read version
read fault codes
clear fault codes
input signals ->
drive links ->
coding ->
<- back
```

### 3.1.5.1 Input signals:

When the user selects the "input signals", the following items are possible to select:

Input signals: 1/14
\*lock position
door unlock
hatch unlock
lock button
activate alarm
speed
glove open
hatch open
hood open
door open
radio loop
radio slide
power t61
<- back

### Input signals:

Status of each input signal. For example the user selects: "lock button". The lock button is the central locking button on the center console. When the user presses this button, the display on the PDT switches from "off" to "on".

### 3.1.5.2 Drive links:

When the user selects the "drive links", the following items are possible to select:

Drive links: 1/9
\*function display
locks
horn
turn signals
interior lights
button light
external output
anti drive
<- back

### Drive links:

Activate a drive link. For example the user presses "horn". Now the user hears the horn loud and clear, press button C to switch off the horn and switch back to the menu.

# 3.1.5.3 Coding "landcoding":

It is possible to modify the land-coding of the Alarm module. When the user selects "coding" the following screen appears:

Coding: 1/2
\*land coding
<- back

The user selects "land coding", the following screen appears:

Land coding:

actual: ROW

INFO LAND LODING:

The current land-coding of the ECU is visible: Rest Of the World. Press button A. The following screens appear:

Land coding:

actual: ROW next: CH

INFO LAND LODING:

The next land-coding appears on screen. When you press again **button A**, next coding will be USA. And again, next will be CH (cycle complete). There are three options to select: Row, USA and CH.

You can modify the landcoding with pressing **button B.** The landcoding after "next:" will be programmed into the ECU and after a second the following screen appears:

Status is updated; actual value is "CH".

Land coding:

actual: CH next: CH

### 3.1.6 Menu item "connect AIRBAG":

When the PDT is successfully connected to the AIRBAG the following AIRBAG menu appears:

AIRBAG: 1/6
\*read version
read fault codes
clear fault codes
downtime
crash data
<- back

The AIRBAG menu does not have any submenu's like "input signals", "drive links" but some direct tests like downtime and crash data.

### 3.1.6.1 "downtime":

When the user selects "downtime", the following screen appears

Downtime:

Act: 0 h, 0 m

Downtime:

When the user selects "downtime", the PDT checks for any registered downtime. Downtime is something the controller detects when an unexpected power failure occurs. The ECU registers period of time the power failure exists. The controller logs downtime to a maximum of 99 hours and 59 minutes.

### 3.1.6.2 "crash data":

When the user selects "crash data", the following screen appears

Crash data:

Act: 0 0 0

Crash data:

When the user selects "crash data", the PDT checks for any registered crash data. This is useful to determine if the unit has been part of an accident. When the "act" value is all 0, the unit is not part of an accident.

### 3.1.7 Menu item "knock count":

When the user selects the knock count, please run the engine otherwise the speed count (#speed:) will not increase. After 10.000 speed pulses, the values on the left side will be shift to the right side of the display and a new knock count session will be performed on the left side.



knock count:

#speed: 911
#knocks: 2

Press button C to stop the knock count and to return to the 928 main menus.

# 3.1.8 Menu item "idle adaptation":

When the user selects the idle adaptation while ignition is still on, the following screen appears:

1

0

1

1

idle adaptation:

Cannot perform test: switch off ignition

idle adaptation:

turn-on engine within 3 seconds !

idle adaptation:

engine runs !

idle adaptation:

engine runs ! - 1411 -

idle adaptation: 1

engine runs !
- READY -

Idle adaptation:

Ignition is on, please switch off ignition, press button C to switch back to 928 menu and select again the idle adaptation. Now the following screen appears:

The user has to switch the ignition on and start the engine within 3 seconds. When the engine runs, the following screen appears:

Watch the value on the red circle. The value toggles a pattern (1411) on the check engine line. After approximately 20 seconds, the following screen appears:

Code 1411 means "idle adaptation" It is a code on the check engine line from the LH unit to the PDT. The PDT reads this check engine line and translate the pulses on this line to a code (in this case 1411). After approximately 60 seconds the following screen appears:

Press button C to return to the 928 main menu.

### Remark:

Idle adaptation is not possible with 928 S4 with rectangular diagnose plug (< 1988). The reason is because the diagnose plug, 928-ecu-repair delivers, does not contain the permanent +12V voltage which is absolute necessary for the idle adaptation.

# 3.1.9 Menu item "dashboard diagnosis":

When the user wants to enable the 928 dashboard diagnosis, the following screen appears.



dashboard:push left operating lever to rear for 3 sec to activate diagnosis

Press on the left side of your steering -wheel the handle to the rear for three seconds, and the dashboard diagnosis will be enabled. When you press the lever to the front for three seconds, the user can select another dashboard language (French, German, Italian and English). Press button C to disable the dashboard diagnosis and to return to the 928 main menus.

# 3.2 Menu item "944"

When the user selected the Porsche type 944 S2, the following menu items are possible to select:

```
944: 1/5
*Connect MOTRONIC ->
Connect ALARM ->
Connect AIRBAG ->
Knock count
<- back
```

# 3.2.1 Menu item "connect Motronic":

When the PDT is successfully connected to the MOTRONIC the following MOTRONIC menu appears:

```
MOTRONIC 1/7
*read version
read fault codes
clear fault codes
system adaptation
input signals ->
drive links ->
actual values ->
<- back
```

### 3.2.1.1 System adaptation:

When the user selects the "system adaptation", the following screens appears.

```
System adapt.: *
Engine at idle speed
Engine at oper.temp
a = start
```

The engine should run and the running at normal temperature. When the user presses the button A the system adaptation program starts and if all preconditions are ok, the following screen appears:

```
System adapt.: *

System adaptation being adapted, wait!
```

After approximately 30 seconds the system adaptation is ready and the following screen appears:

```
System adapt.: *
System adaptation is completed !!
```

Press button C to return to main menu of motronic.

If the preconditions are not OK, for instance, the engine is not running, the last sentence will be blanked, or "is not possible", or "is interrupted". In all situations, press button C to return.

# 3.2.1.2 Input signals:

When the user selects the "input signals", the following screen appears. The motronic 944 has only two kinds of input signals, "throttle" and "airco".

Input signals: 3/3\*
throttle
airco
\*<- back

### Throttle:

When the user selects the "throttle", the following screen appears:

Throttle:

Idle: closed Full: open

### Airco:

When the user selects the "airco", the following screen appears:

Airco:

clutch: off
on: off

#### 3.2.1.3 Drive links:

When the user selects the "drive links", the following screen appears. The motronic 944 has four kinds of drive links, "fuel tank vent", idle stabilizer", "resonance plate" and "fuel injectors".

Drive links 1/5\*
\*fuel tank vent
idle stabilizer
resonance plate
fuel injectors
<-back

When the user selects for example "idle stabilizer", the following screen appears:

Idle stabilizer:
listen to actuator!

Drive links: Listen in your motor compartment!

Press button C to switch back to the motronic drive links menu.

#### 3.2.1.4 Actual values:

When the user selects the "actual values", the following screen appears. The motronic 944 has eleven kind of actual values.

Actual values:1/12\*

\*vbat
engine temperature
air temperature
engine speed
spark angle
maf
lambda
engine Load
stabilizer
cat. / no cat.
transmission
<-back

#### Vbat:

When the user selects for example "Vbat", the following screen appears:

Battery voltage:

Actual: 12.56 V

INFO:

Battery voltage on screen, press button C to switch back to the motronic actual values menu.

### **Engine temperature:**

When the user selects the "engine temperature", the following screen appears:

engine temp.:

actual: 62.8 deg

145.0 F

## Air temperature:

When the user selects the "air temperature", the following screen appears:

air temp.:

actual: 25.0 deg

57.7 F

## **Engine speed:**

When the user selects the "engine speed" and the engine is running, the following screen appears:

Engine speed:

actual: 895 1/min

All the other "actual values" are in the same way as the just mentioned "actual values". Just select and read the information from the display. Press button C to return to "actual values" menu.

## 3.2.2 Menu item "connect ALARM":

All details see paragraph 3.1.5.

## 3.2.3 Menu item "connect AIRBAG":

All details see paragraph 3.1.6

## 3.2.4 Menu item "knock count":

All details see paragraph 3.1.7

# 3.3 Menu item "964"

When the user selected the Porsche type 964, the following menu items are possible to select:

```
964: 1/7
*Connect MOTRONIC ->
Connect ALARM ->
Connect AIRBAG ->
Connect CLIMATE ->
Connect PDAS ->
Connect TIPTRONIC->
<- back
```

### 3.3.1 Menu item "connect Motronic":

When the PDT is successfully connected to the MOTRONIC the following MOTRONIC menu appears:

```
MOTRONIC 1/7
*read version
read fault codes
clear fault codes
system adaptation
input signals ->
drive links ->
actual values ->
```

### 3.3.1.1 System adaptation:

When the user selects the "system adaptation", the following screens appears.

```
System adapt.: *
Engine at idle speed
Engine at oper.temp
a = start
```

The engine should run and the running at normal temperature. When the user presses the button A the system adaptation program starts and if all preconditions are ok, the following screen appears:

```
System adapt.: *

System adaptation being adapted, wait!
```

After approximately 30 seconds the system adaptation is ready and the following screen appears:

```
System adapt.: *
System adaptation
is completed !!
```

Press button C to return to main menu of motronic.

If the preconditions are not OK, for instance, the engine is not running, the last sentence will be blanked, or "is not possible", or "is interrupted". In all situations, press button C to return.

## 3.3.1.2 Input signals:

When the user selects the "input signals", the following screen appears. The motronic 964 has two kinds of input signals, "throttle" and "airco".

```
Input signals: 3/3*
  throttle
  airco
*<- back</pre>
```

### Throttle:

When the user selects the "throttle", the following screen appears:

Throttle:

Idle: closed
Full: open

#### Airco:

When the user selects the "airco", the following screen appears:

Airco: clutch: off on: off

#### 3.3.1.3 Drive links:

When the user selects the "drive links", the following screen appears. The motronic 964 has nine kinds of drive links, "fuel tank vent", "idle stabilizer", "resonance plate" and "fuel injector 1-6".

```
Drive links 1/10*
*fuel tank vent
idle stabilizer
resonance plate
fuel injector 1
fuel injector 2
fuel injector 3
fuel injector 4
fuel injector 5
fuel injector 6
<-back
```

When the user selects for example "fuel injector 4", the following screen appears:

Fuel injector 4: listen to actuator!

Drive links: Listen in your motor compartment!

Press button C to switch back to the motronic drive links menu.

#### 3.3.1.4 Actual values:

When the user selects the "actual values", the following screen appears. The motronic 964 has eleven kind of actual values and has the same actual values as the 944 motronic.

```
Actual values:5/12*
vbat
engine temperature
air temperature
engine speed
*spark angle
maf
lambda
engine Load
stabilizer
cat. / no cat.
transmission
<-back
```

## Spark:

Example, when the user selects the "spark", the following screen appears:

Spark: actual: 6 crk

All the other "actual values" are in the same way as the just mentioned "actual values". Just select and read the information from the display. Press button C to return to "actual values" menu.

### 3.3.2 Menu item "connect ALARM":

All details see paragraph 3.1.5.

## 3.3.3 Menu item "connect AIRBAG":

All details see paragraph 3.1.6

## 3.3.4 Menu item "connect CLIMATE":

When the PDT is successfully connected to the CLIMATE the following CLIMATE menu appears:

```
CLIMATE 1/7*
*read version
read fault codes
clear fault codes
input signals ->
sensors ->
drive links ->
actual values ->
<- back
```

### 3.3.4.1 Input signals:

When the user selects the "input signals", the following screen appears. The climate 964 has four kinds of input signals, "air circulation", "defroster switch" and two input signals depending on the version of the ECU: "airco switch" and "airco max".

```
Input signals: 1/5*
*air circulation
defroster switch
airco switch
airco max
<- back
```

### Air circulation:

Example when the user selects the "air circulation", the following screen appears:

```
Air circulation:
Actual: open
```

### 3.3.4.2 Sensors:

When the user selects the "sensors", the following screen appears.

```
Sensors: 1/6*
*footwell
defroster
blower
temperature
reverse flap *
<- back
```

### Footwell:

Example when the user selects the "footwell", the following screen appears:

Footwell:
Actual: 120

#### 3.3.4.3 Drive links:

When the user selects the "drive links", the following screen appears. The climate unit has a lot of drive links to control all kind of blowers, different steps of blowers, or flaps.

Prive links: 1/19\*
\*left mix.flap warm
left mix.flap cold
right mix.flap warm
right mix.flap open
defrost. flap open
defrost. flap close
footwell flap open
footwell flap close
freshair flap close
rear blower step1
rear blower step2
blower heater left
blower heater right
oilcooler blow.st1
oilcooler blow.st2
condensor blow.st2\*
<- back

#### 3.3.4.4 Actual values:

When the user selects the "actual values", the following screen appears.

```
Actual values: 1/9*

*v-bat
inside temp.
rear temp.
mixing temp. left
mixing temp. right
oil temp.
evaporator temp. *
outside temp.
<- back
```

## 3.3.5 Menu item "connect PDAS":

When the PDT is successfully connected to the PDAS the following PDAS menu appears:

```
PDAS 1/6
*read version
read fault codes
clear fault codes
input signals ->
drive links ->
<- back
```

The PDAS ECU is only located in the 964 C4 Porsche.

# 3.3.5.1 Input signals:

When the user selects the "input signals", the following screen appears. PDAS has only one input signal, "full lock switch".

```
Input signals: 1/2*
*full lock switch
<- back
```

The full lock switch has three positions, "on", "off" and "open".

### 3.3.5.2 Drive links:

When the user selects the "drive links", the following screen appears. For each of the drive links, read carefully the instructions on the screen.

```
Drive links: 1/4*
*bleed
transverse lock
longitude lock
<- back
```

#### Bleed:

When the user selects the "bleed" procedure, the following screen appears:

```
Bleed valve:

open bleed valve
a = start
```

The user opens the bleed valve and start on button A. The following screen appears:

```
Bleed valve:
bleed ready ?
a = stop
```

Bleed is ready, stop bleed by pressing button A. The following screen appears:

Bleed valve:

close bleed valve
a = continue

Press button A, the following screen appears:

Bleed valve:
bleed valve closed?
a = reduce pressure

Press button A, the following screen appears:

Pressure red.:
Actual: ready

After 5 seconds the PDT will switch back to the "drive links" menu of the PDAS.

### Transverse lock:

When the user selects the "transverse lock" procedure, the following screen appears:

Transverse lock:
1
a = buildup pressure
b = reduce pressure

The user can build up pressure by pressing multiple times button a. The value 1 increases to 2 when one time pressing button a, etc. With reducing the pressure, press button b.

When the user presses b, the following screen appears:

Pressure red.: Actual: ready

After 5 seconds the PDT will switch back to the "drive links" menu of the PDAS.

## Longitude lock:

When the user selects the "longitude lock" procedure, the following screen appears:

Longitude lock:
Actual: 1

The actual value 1 changes to 2, 3, etc up to 20. After 3 seconds the following screen appears:

Longitude lock:
1
a = buildup pressure
b = reduce pressure

The user can build up pressure by pressing multiple times button a. The value 1 increases to 2 when one time pressing button a, etc. With reducing the pressure, press button b.

When the user presses b, the following screen appears:

Pressure red.:
Actual: ready

After 5 seconds the PDT will switch back to the "drive links" menu of the PDAS.

## 3.3.6 Menu item "connect TIPTRONIC":

When the PDT is successfully connected to the Tiptronic the following Tiptronic menu appears:

```
TIPTRONIC 1/7
*read version
read fault codes
clear fault codes
input signals ->
drive links ->
actual values ->
coding ->
<- back
```

# 3.3.6.1 Input signals:

When the user selects the "input signals", the following screen appears.

```
Input signals: 1/8*
*kickdown
downshift
upshift
manual program
selector lever *
multi func. sw. *
stop light *
<- back
```

Example when the user selects "kickdown", the following screen appears:

```
kickdown:
Actual: open
```

Example when the user selects "selector lever" (depends on the version of the ECU), the following screen appears:

```
Selector lever:
Actual: P
```

Switch the lever to another value (Z, N, 1, 2, 3, D) and you will see that the PDT follows that value.

#### 3.3.6.2 Drive links:

When the user selects the "drive links", the following screen appears.

```
Drive links: 1/9*
*solenoid 1
solenoid 2
torgue converter
gear indicator
oilcooler blower *
reverse relay *
shift lock *
ign. timing change
<- back
```

When the user selects for example "solenoid 1", the following screen appears:

Solenoid 1: listen to actuator!

Drive links:

Press button C to switch back to the tiptronic drive links menu.

### 3.3.6.3 Actual values:

When the user selects the "actual values", the following screen appears.

```
Actual values:1/16*
*rpm
 speed 1
 speed 2
                   *
 injection time
   (fr)
   (f1)
 v transmission
 throttle
 temperature
 transverse accel.*
 select. lever sw.*
 gear
 v-bat
 version coding
 modulation press.*
 <- back
```

#### V-bat:

When the user selects the "v-bat", the following screen appears:

battery voltage: actual: 12.41 V

## 3.3.6.4 Coding:

When the user selects the "coding", the following screen appears.

Coding: 1/2\*
\*land coding \*
<- back

### Land coding

There is only one "coding" available: "land coding". When the user select "land coding", the following screen appears:

Land coding:

actual: row

INFO LAND LODING:

The current land-coding of the ECU is visible: Rest Of the World. Press button A. The following screens appear:

Land coding:

actual: row next: usa

INFO LAND LODING:

The next land-coding appears on screen. When you press again **button A**, next coding will be TAI. And again, next will be ROW (cycle complete). There are three options to select: Row, USA and TAI.

Land coding:

actual: tai next: tai You can modify the landcoding with pressing **button B.** The landcoding after "next:" will be programmed into the ECU and after a second the following screen appears:

Status is updated; actual value is "TAI".

## 3.4 Menu item "968"

When the user selected the Porsche type 968, the following menu items are possible to select:

```
968: 1/5
*Connect MOTRONIC ->
Connect ALARM ->
Connect AIRBAG ->
Connect TIPTRONIC->
<- back
```

### 3.4.1 Menu item "connect Motronic":

When the PDT is successfully connected to the MOTRONIC the following MOTRONIC menu appears:

```
MOTRONIC 1/8
*read version
read fault codes
clear fault codes
input signals ->
drive links ->
drive links act. ->
actual values ->
<- back
```

### 3.4.1.1 Input signals:

When the user selects the "input signals", the following screen appears.

```
Input signals: 5/5*
throttle
ac switch
reference mark
cool fluid
*<- back
```

### Throttle:

When the user selects the "throttle", the following screen appears:

```
Throttle:

Idle: closed
Full: open
```

## Cool fluid:

When the user selects the "cool fluid", the following screen appears:

```
Cool fluid:
actual: closed
```

#### 3.4.1.2 Drive links:

When the user selects the "drive links", the following screen appears.

```
Drive links 1/9*
*fuel tank vent
idle stabilizer
fuel injector 1
fuel injector 2
fuel injector 3
fuel injector 4
ac relay
variocam
<-back
```

When the user selects for example "idle stabilizer", the following screen appears:

Idle stabilizer: listen to actuator!

Drive links: Listen in your motor compartment!

Press button C to switch back to the motronic drive links menu.

#### 3.4.1.3 Drive links active:

When the user selects the "drive links active", the following screen appears. Don't forget that "drive links active" are active when engine is running.

```
Drive links 1/6*
*ign.circ 1 off
ign.circ 2 off
ign.circ 3 off
ign.circ 4 off
vario cam off
<-back
```

### 3.4.1.4 Actual values:

When the user selects the "actual values", the following screen appears.

```
Actual values:1/14*

*v-bat
motor temperature
oil temperature
version coding
rpm
ignition timing
ho2s
load signal
iacv
airflow sensor
speed
throttle plate
injection time
<- back
```

### V-bat:

When the user selects the "v-bat", the following screen appears:

battery voltage:

actual: 12.41 V

# 3.4.2 Menu item "connect ALARM":

All details see paragraph 3.1.5.

# 3.4.3 Menu item "connect AIRBAG":

All details see paragraph 3.1.6

# 3.4.4 Menu item "connect TIPTRONIC":

All details see paragraph 3.3.6.

## 3.5 Menu item "993"

When the user selected the Porsche type 993, the following menu items are possible to select:

```
993: 1/7
*Connect MOTRONIC ->
Connect ALARM ->
Connect AIRBAG ->
Connect CLIMATE ->
Connect TIPTRONIC->
Connect ABS ->
<- back
```

## 3.5.1 Menu item "connect Motronic":

When the PDT is successfully connected to the MOTRONIC the following MOTRONIC menu appears:

```
MOTRONIC 1/8
*read version
read fault codes
clear fault codes
input signals ->
drive links ->
drive links act. ->
actual values ->
<- back
```

#### 3.5.1.1 Input signals:

When the user selects the "input signals", the following screen appears.

```
Input signals: 5/7*
throttle
ac switch
signal heating
reference mark
*tr
ignition timing
<- back
```

## Signal heating:

When the user selects the "signal heating", the following screen appears:

```
Signal heating:
actual: ok
```

### 3.5.1.2 Drive links:

When the user selects the "drive links", the following screen appears.

```
Drive links 1/11*
*fuel tank vent
idle stabilizer
resonance plate
fuel injector 1
fuel injector 2
fuel injector 3
fuel injector 4
fuel injector 5
fuel injector 6
varioram
<-back
```

When the user selects for example "idle stabilizer", the following screen appears:

Idle stabilizer: listen to actuator!

Drive links: Listen in your motor compartment!

Press button C to switch back to the motronic drive links menu.

## 3.5.1.3 Drive links active:

When the user selects the "drive links active", the following screen appears. Don't forget that "drive links active" are active when engine is running.

```
Drive links 1/8*
*ign.circ 1 off
ign.circ 2 off
ign.circ 3 off
ign.circ 4 off
ign.circ 5 off
ign.circ 6 off
air pump off (usa)
<-back
```

### 3.5.1.4 Actual values:

When the user selects the "actual values", the following screen appears.

```
Actual values:1/14*

*v-bat
ects
iats
version coding
rpm
ignition timing
ho2s
load signal
iacv
airflow sensor
speed
throttle plate
injection time
<- back
```

#### V-bat:

When the user selects the "v-bat", the following screen appears:

battery voltage: actual: 12.41 V

## 3.5.2 Menu item "connect ALARM":

All details see paragraph 3.1.5.

## 3.5.3 Menu item "connect AIRBAG":

All details see paragraph 3.1.6

## 3.5.4 Menu item "connect CLIMATE":

All details see paragraph 3.3.4.

# 3.5.5 Menu item "connect TIPTRONIC":

All details see paragraph 3.3.6.

### 3.5.6 Menu item "connect ABS":

When the PDT is successfully connected to the ABS the following ABS menu appears:

```
ABS: 1/6
*read version
read fault codes
clear fault codes
drive links ->
actual values ->
bleed
<- back
```

#### 3.5.6.1 Drive links:

When the user selects the "drive links", the following screen appears.

```
Drive links 1/11*

*abs warning lamp
abd warning lamp *
abd info lamp *
pump relay
MV front left
MV front right
MV rear *
MV rear left *
MV rear right *
MV rear abd *
<-back
```

#### **ABS** warning lamp:

Example when the user selects the ABS warning lamp, watch the dashboard. The ABS warning lamp toggles each second from "on" to "off" etc.

#### MV front left:

When the user selects MV front left, the following screen appears:

```
Mv front left:
Press brake-
pedal during test
a = start
```

Press button A to start, the following screen appears:

```
Mv front left:
Possible to rotate
front left wheel?
a = yes, b = no
```

The user rotates left front wheel and it is possible to rotate, press button A (yes). The following screen appears:

```
Mv front left:
Possible to block
front left wheel?
a = yes, b = no
```

The user rotates left front wheel and it is not possible to rotate (block), press button A (yes). The following screen appears:

```
Mv front left:
Possible to rotate
front left wheel?
a = yes, b = no
```

The user rotates left front wheel and it is possible to rotate, press button A (yes). The following screen appears:

```
Mv front left:

Ready
c = return to menu
```

#### MV rear abd:

Another example, "MV rear abd". When the user select "MV rear abd", the following screen appears:

```
Mv rear abd:
Do NOT press brake-
pedal during test
a = start
```

Press button A to start, the following screen appears:

```
Mv rear abd:
Possible to rotate
rear wheels?
a = yes, b = no
```

The user rotates both rear wheels and it is possible to rotate, press button A (yes). The following screen appears:

```
Mv rear abd:
Possible to block 1
rear wheels?
a = yes, b = no
```

The user rotates both rear wheels and it is not possible to rotate (block), press button A (yes). The following screen appears:

```
Mv rear abd:
Possible to block 2
rear wheels?
a = yes, b = no
```

The user rotates again both rear wheels and it is not possible to rotate (block), press button A (yes). The following screen appears:

```
Mv rear abd:

Ready
c = return to menu
```

#### 3.5.6.2 Actual values:

When the user selects the "actual values", the following screen appears.

```
Actual values: 1/6*
*stop light switch
valve relay
return pump
speed front / rear
terminal 61
throttle *
<- back
```

## Speed:

Example when the user selects speed, the following screen appears:

```
speed:
FL: 0 FR: 0
RL: 0 RR: 0
```

#### 3.5.6.3 Bleed:

The Bleed procedure is only available in ABS5/ABD-ECU. See workshop manual 993, chapter 45. For ABS5 ECU this option is not available in the ECU!!

When the user selects the "bleed", the following screen appears.

```
Bleed ABD*
Please wait
```

After 5 seconds the next screen appears:

```
Bleed ABD*

actual: -
a = start, b = stop
```

When the user presses button A, the following screen appears:

```
Bleed ABD*

actual: started
a = start, b = stop
```

When the user presses button B, the following screen appears:

```
Bleed ABD*

actual: stopped
a = start, b = stop
```

Press button C to return to ABS menu.

# 3.6 Menu item "settings"

When the user selected the settings page, the following menu items are possible to select:

```
Settings: 1/4
*version
supported ECU's ->
connect Diag ECU ->
<- back
```

## 3.6.1 Version:

When the user presses "version", the latest software release will be visible.

```
---- PDT999 ----
928/944/964/968/993
(c) 928-ecu-repair
V1.30 November 2010
```

# 3.6.2 Supported ECU's:

When the user presses "supported ECU", the list of all possible cars for PDT will be visible. Select one and you will see which ECU's the PDT is able to connect and communicate with.

Settings:	1/6
928	->
944	->
964	->
968	->
993	->
<- back	

Supported ECU: 928

```
928: 1/7
LH: L00,L01,L02
EZK: E00,E01,E02
PSD: S00
RDK: R00,R01,R02
ALARM: I00,I01,I02
AIRBAG: B00,B01,B02
<- back
```

## Supported ECU: 944

944: 1/4

MOTR: M01

100,101,102 B00,B01,B02 ALARM: AIRBAG:

<- back

Supported ECU: 964

964: 1/7

M00 MOTR:

G00,G01 TIPT:

H00,H03,H04 CLIM:

**S00** PDAS:

100,101,102 ALARM: B00,B01,B02 AIRBAG:

<- back

Supported ECU: 968

1/5 968:

M03 MOTR:

G00,G01,G03 I00,I01,I02 B00,B01,B02 TIPT: ALARM: AIRBAG

<- back

Supported ECU: 993

993: 1/7

M04, M06, M05MOTR:

M07

G01,G03,G10 H05,H06,H08 A00,A01 TIPT:

CLIM: ABS:

100,101,102 ALARM:

AIRBAG: B01,B02,B03

<- back

## 3.6.3 Menu item "connect Diag ECU":

When the PDT is successfully connected to the Diagnose ECU the following Diagnose ECU menu appears:

```
Diagnose ECU: 1/7
*read version
Read fault codes
clear fault codes
sensors ->
drive links ->
actual values ->
<- back
```

The diagnose ECU is a new project within "928-ecu-repair", maybe it will be a new product for the market. We are still busy to improve the DE (Diagnose Ecu). The DE is an ECU inside the LH unit (Porsche 928). With some additional wires attached to the DE, the DE is able to measure much more signals than the normal LH unit can do. Further, the DE is also able to measure these signals during drive. The DE is, like the other ECU's connected to the diagnose bus and possible to read by the PDT.

#### 3.6.3.1 Sensors:

When the user select the sensors menu, the following items are possible to select.

- 1. "PWM" means Pulse Width Modulation. The "idle" stab signal is typical such a PWM-signal.
- 2. "LOW" means low signal, the time that a signal has a low level. "injection" is typical such a LOW signal. How many msec is the injection LOW active?
- 3. "HIGH" means high signal, the time that a signal has a high level. "load" signal is typical such a HIGH signal. How many usec is the load signal HIGH active?
- 4. "RPM" means rotation per minute. This signal counts more or less the number of transitions from LOW to HIGH. Speed pulse is typical such a signal.

```
Sensors: 1/5
*PWM (idle)
LOW (inj)
HIGH (load)
RPM (speed)
<- back
```

## PWM:

Example, when the user selects the PWM signal, the following screen appears:

```
PWM (idle):
actual: 54 %
```

#### 3.6.3.2 Drive links:

The DE has also two signals which the user is able to drive. The current DE version does not have any wires from DE to LH unit, so you can select / switch these drive links, but nothing will happen. What is possible with these signals? Think about controlling the fuel pump. In the LH there is no way to control the fuel pump. It would be nice if the user is able to enable pump by switching "on" out 0 (which controls for example the fuel pump). These options are under investigation in "928-ecu-repair".

```
Drive links: 1/3
*Out 0 On/Off
Out 1 On/Off
<- back
```

### 3.6.3.3 Actual values:

The DE has some wires from LH-connector. Think about "MAF", "oxygen sensor", "temperature", "idle stab" and engine running ("speed").

```
Actual values: 1/6
*Read ch.0 (maf)
Read ch.1 (oxy)
Read ch.2 (temp)
Read ch.3 (idle-s)
Read ch.4 (speed)
<- back
```

#### MAF:

An example is to read the MAF signal on the LH connector. There is a wire connected from PIN7 of the LH connector towards the DE. The DE measures the voltages of that line.

Read ch0 (maf): #
Actual: 2.10 V