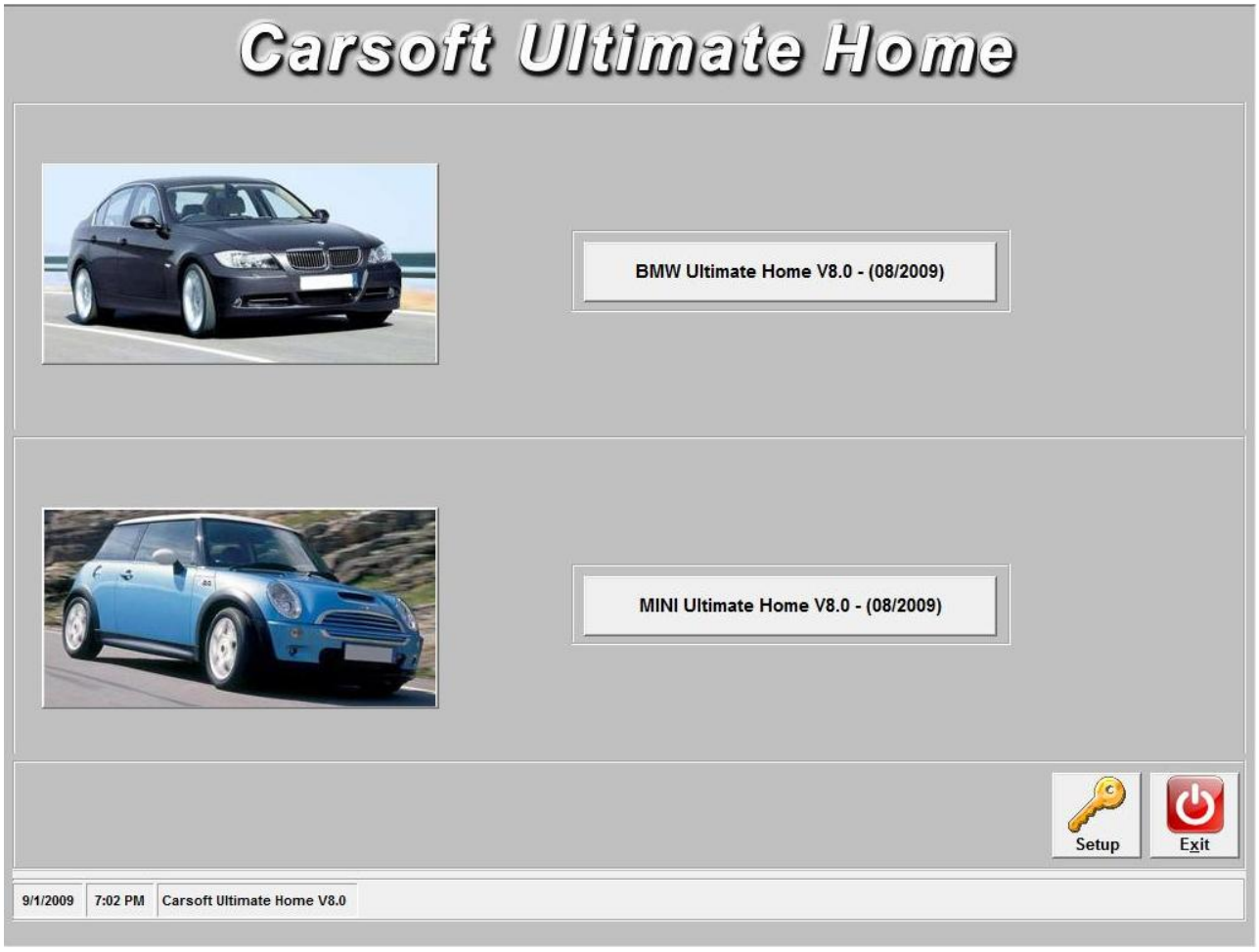
Carsoft ®™

BMW - MINI Ultimate Home V 8.0 User Manual



FOR BMW AND MINI VEHICLES

ON-BOARD-DIAGNOSTICS
FOR MS-WIN 98-, ME-, 2000-, XP & VISTA ™ OPERATING SYSTEM

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INDEX

1. Welcome

Welcome to ***Carsoft***®™ the first "Do It Yourself" Diagnostic Software for BMW- and MINI Vehicles for Microsoft Windows operating systems.

You have chosen to invest in an item of modern technology, which you will soon find to be an important tool in allowing you to discover what's wrong with your car whilst saving money by avoiding costs associated with obtaining third party assistance….

On our website and via email, you will be able to obtain advice on software or operating questions. However, we are unable to give advice on repairs to the car itself.

We welcome you as a partner on our team!

Dirk Scevenels

Carsoft®™ team

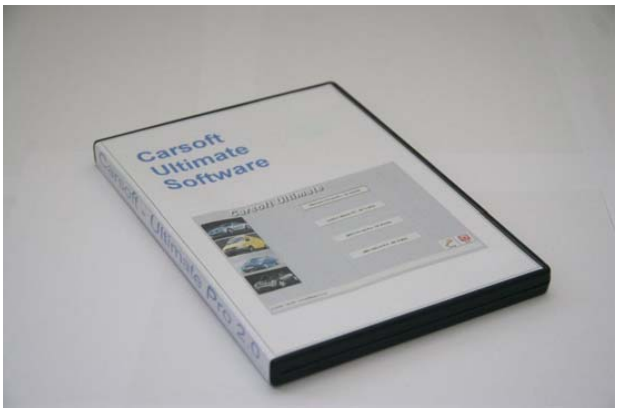
For **INFO** please contact:

Carsoft International

Grand Route 111C
B 4367, CRISNEE
Belgium

bmw80@carsoftsales.com

2. Hardware Specifications



Carsoft ®™ is developed for use on IBM - compatible computers under Microsoft Windows operating systems. The software is NOT compatible with other operating systems.

Minimum System Requirements:

- **Pentium ® I, 60 MHz**
- **128 MB RAM**
- **100 MB Hard Disk Space**
- **1024 x 768 and higher Screen Resolutions**
- **CD-ROM or DVD-ROM Drive**
- **Serial Port to connect vehicle interface cable**
- **USB 1.1 or 2.0 Port to connect security dongle**
- **Microsoft Windows 98, ME-, 2000-, XP-, or Vista**
- **A printer is necessary to use the printing functions**

The specifications can be found in the hardware manuals of the manufacturer of your computer.

3. Installation

IMPORTANT:

DO NOT INSTALL ANY HARDWARE COMPONENTS (USB SECURITY DONGLE) UNTIL THE **CARSOFT**®™ **SOFTWARE** INSTALLATION HAS BEEN COMPLETED!

Info: If you are using WINDOWS **VISTA**, you must be logged in as **administrator**.

See next page for more info.

How to create a Vista administrator account

With full administrative access rights (full control)…

* **Windows Vista Business, Enterprise or Ultimate:**

1. Click **Start**, type **secpol.msc** in the **search box**, then press **Enter**
2. From the list on the left, choose **Local Policies**, then **Security Options**
3. Set **Accounts: Administrator account status** to **Enabled**
4. Set **User Account Control: Admin Approval Mode for the Built-in Administrator account** to **Disabled**

* **Windows Vista Home Basic or Home Premium:**

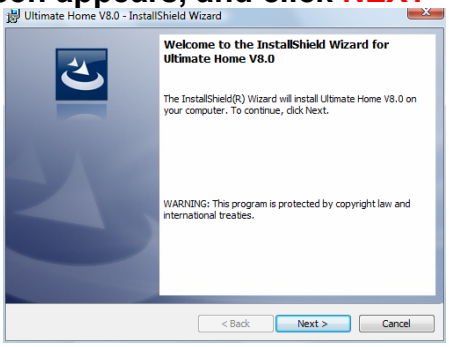
1. Click **Start**, type **cmd** in the **search box**, right click on the program **cmd.exe** and select **Run as Administrator**
2. In the command prompt window, type **net users Administrator /active: yes** then press **Enter**, you should receive a confirmation saying; *The command completed successfully*
3. Click **Start**, type **regedit** in the **search box**, then press **Enter**
4. Navigate to the section: **[HKEY_LOCAL_MACHINE\SOFTWARE\Microsoft\Windows\CurrentVersion\Policies\System]**
    - Double click **FilterAdministratorToken** and set it to **0**
5. Next, **logoff** and you will see that a new **Administrator** account will be available. Login to this new Administrator account

You're now logged in to Windows Vista with full administrative rights. You will not receive any security prompts like before and you should have complete administrative rights to your machine.

STEP 1: SOFTWARE INSTALLATION

- Insert the Carsoft Ultimate Home V8.0 CD into the CD ROM drive
(Do NOT CONNECT the dongle at this moment)

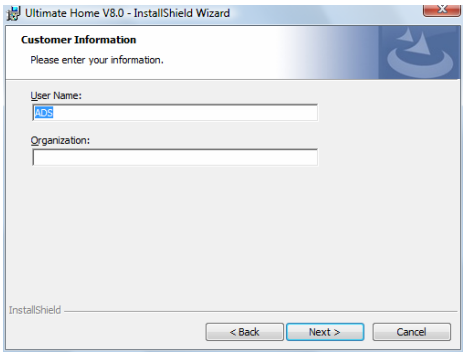
- Wait until the Welcome screen appears, and click NEXT



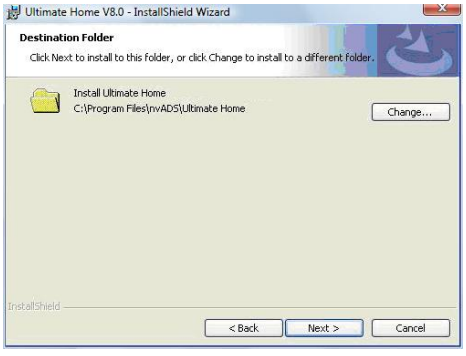
(If the Auto-run feature is not switched on, double click the Setup Icon on the CD)

- Wait until the License Agreement screen appears, then mark "I accept" the terms in the license agreement", and click NEXT

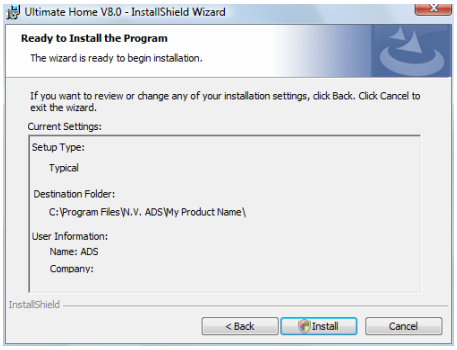
- Wait until the Customer Information screen appears and verify "User Name**" and "**Organization**", and click NEXT**



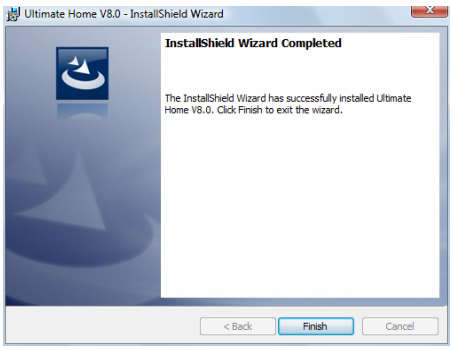
- Wait until the Destination Folder screen appears, and click NEXT



- Wait until the, Ready to Install the Program, screen appears, and click INSTALL



- Wait until the Install Shield Wizard Completed screen appears, then click FINISH



- Start the Carsoft application; by double clicking the Launch Carsoft.exe icon on your desktop.

- When you start the program for the first time you will be asked to install the Dongle drivers.

- Now connect the dongle to the USB port of your computer.

After this, the Dongle will be recognized by the windows operating system, and the drivers will be installed automatically. (This can take a few minutes, when it is completed, the windows operating system will inform you that the new dongle can be used)

CARSOFT® ™ - REGISTRATION

!!! REGISTER NOW !!!

Name :	
Address :	
Phone Nr.:	
Fax Nr. :	
Email :	

I've purchased this CARSOFT system from:

Distributor :	

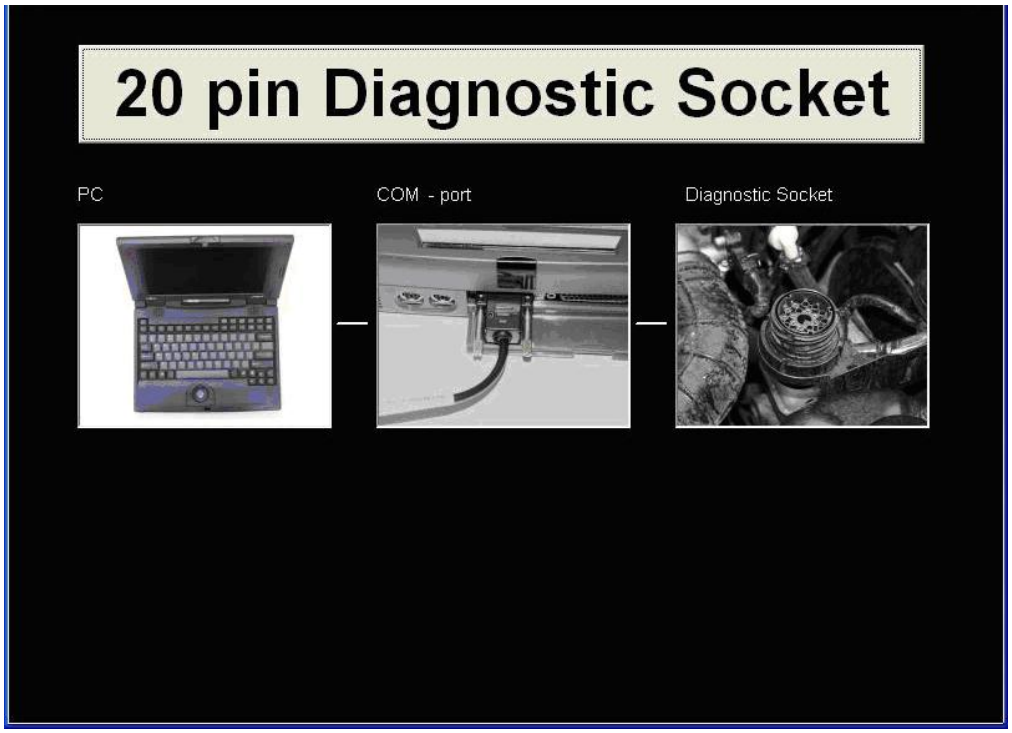
Please send this registration form to

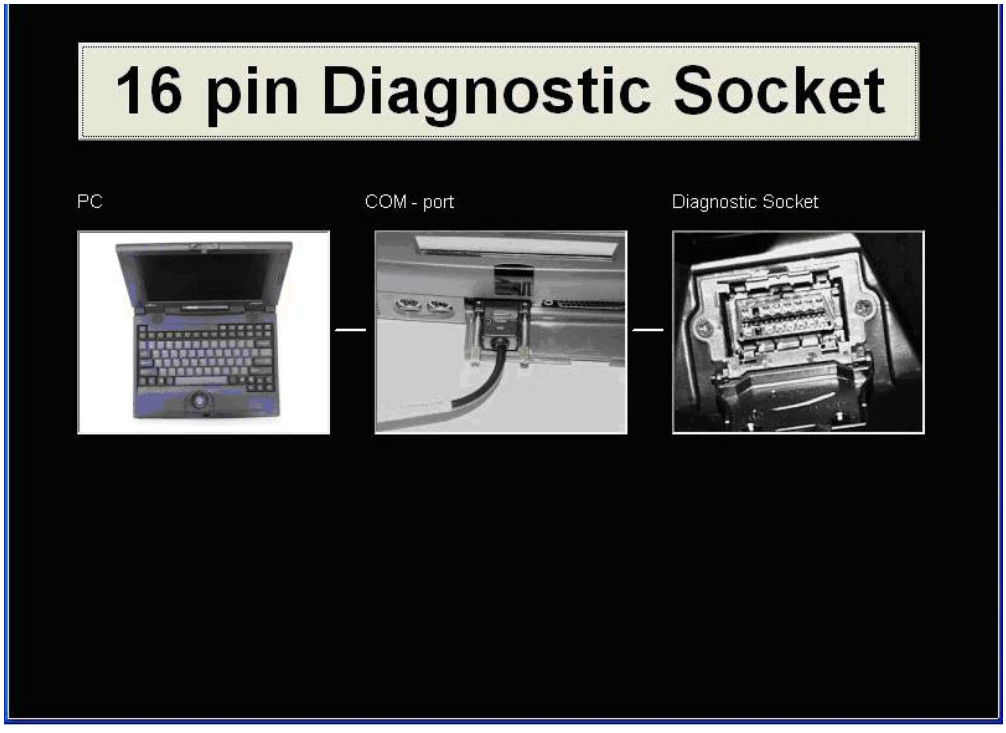
CARSOFT INTERNATIONAL

Email: bmw80@carsoftsales.com

4. Hardware Connection

A) The serial connector from the diagnostic cable will be connected to the computer side. The 20- or 16 pin diagnostic adapter will be connected to the vehicle diagnostic socket.





See appendix B and C in case your computer is not equipped with a serial port.

B) Security Dongle Connection

Security Dongle

Free USB Port

When you connect the dongle for the first time to a free USB Port the following message will appear:

Wait a few seconds, until the next message appears:

>>> Now the dongle is ready to be used <<<<

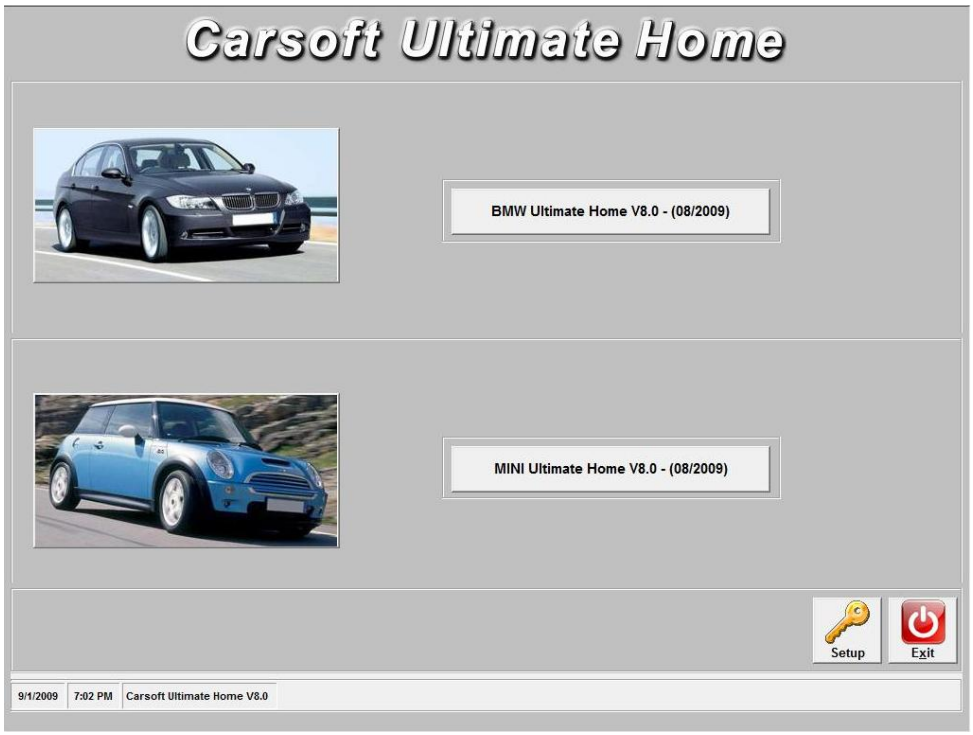
Remark: This procedure has to be repeated on all the USB ports where you want to use the dongle on.

5. Software Setup

COM Port Setup

Click the **'Ultimate Home V8.0'** icon to start the software

Click the **'BMW Ultimate Home V8.0'** or **'MINI Ultimate Home V8.0'** button.



And the appropriate program will start.

Select the appropriate COM port number (See page 15 and 16 for more info)

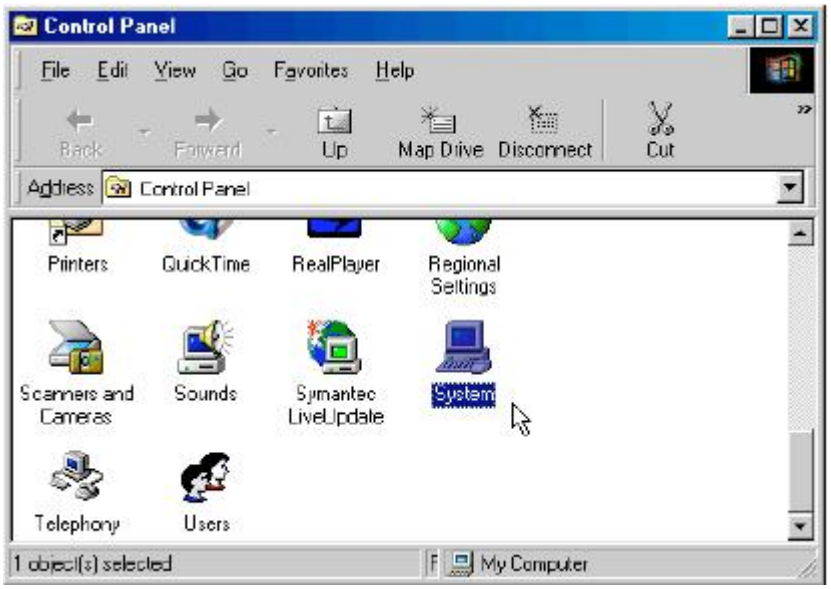
INFO : Serial Port Verification

Checking Serial COM Port Configuration.

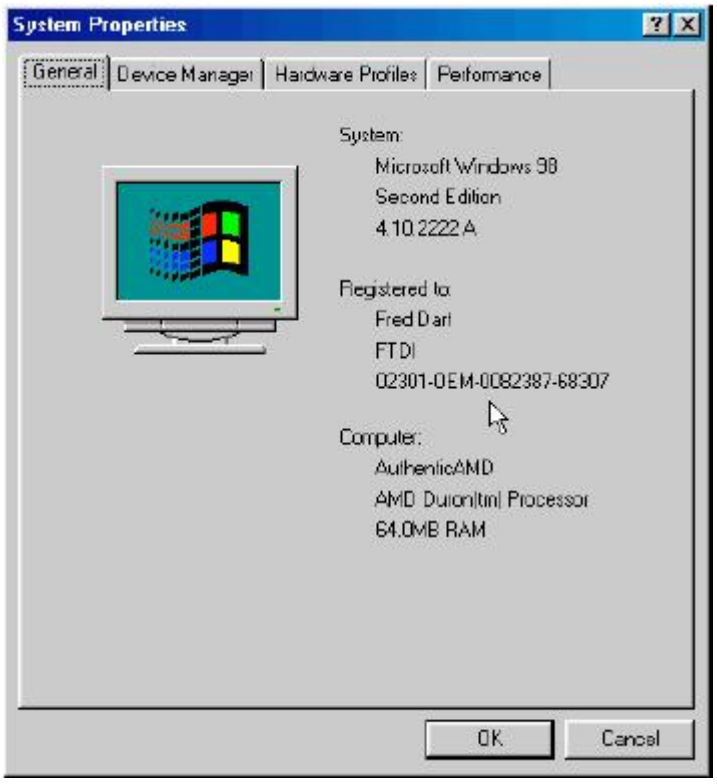
This is a guide detailing how to check the settings of the Serial COM Port.

(Although the images are taken from a Windows ’98, the procedure is nearly identical under Windows 2000, Windows ME, Windows XP and Windows VISTA as well.)

From the Windows “Start” button, select Settings- Control Panel to bring up the Windows Control Panel.



From the Windows Control Panel select and click on the “System” icon.
The following System Properties screen should be displayed on the PC …

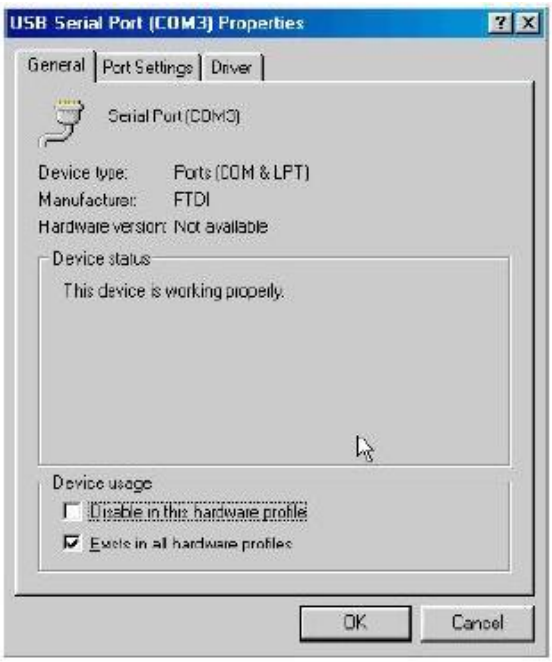


Select the “Device Manager” tab, and use the “View devices by type” option.
Scroll down the page until Ports (COM & LPT) is shown then click on the “+” symbol to show the entries in this category.

Look for an entry “Serial Port” with a COM Port number following it, click on it to select it, then click on the “Properties” button at the page to see more details of the device. In the illustration below the Serial COM Port is set to COM3 – this may be different depending on which devices have been installed before.

The General page of the properties screen shows a few details about the device and confirms that the device is working properly (as far as Windows is concerned).

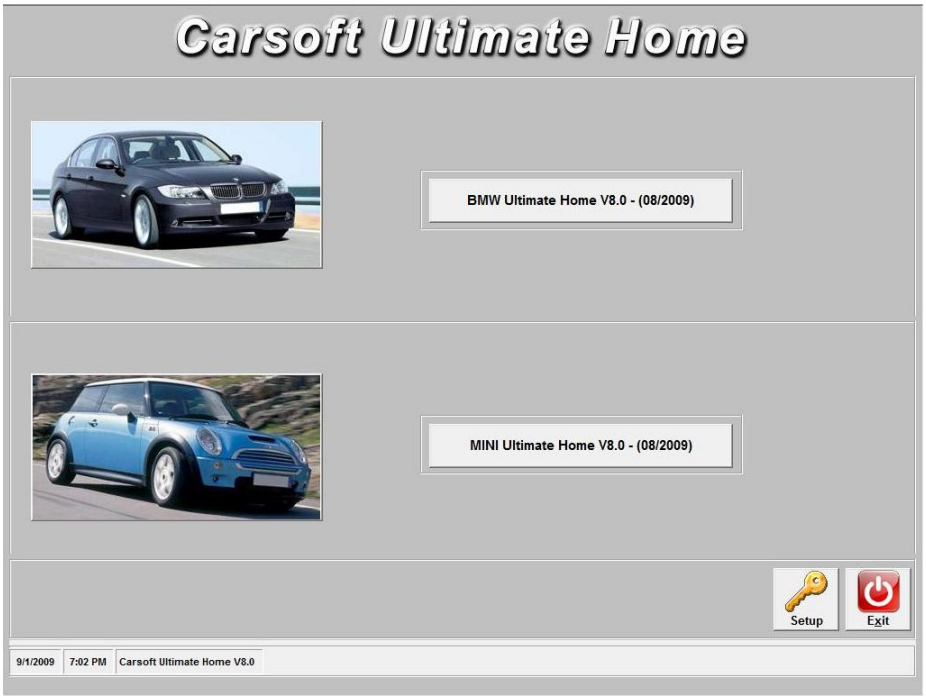
Click on the “Port Settings” tab …



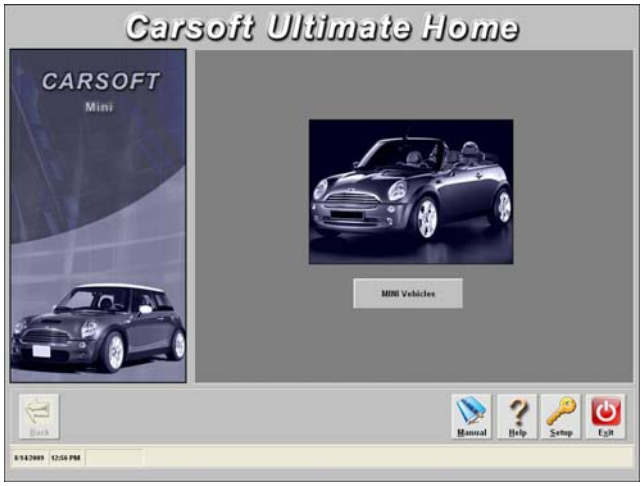
6. Start

Click the **'Ultimate Home V8.0'** Icon to start the software.

Click the **'BMW Ultimate Home V8.0'** or **'MINI Ultimate Home V8.0'** button

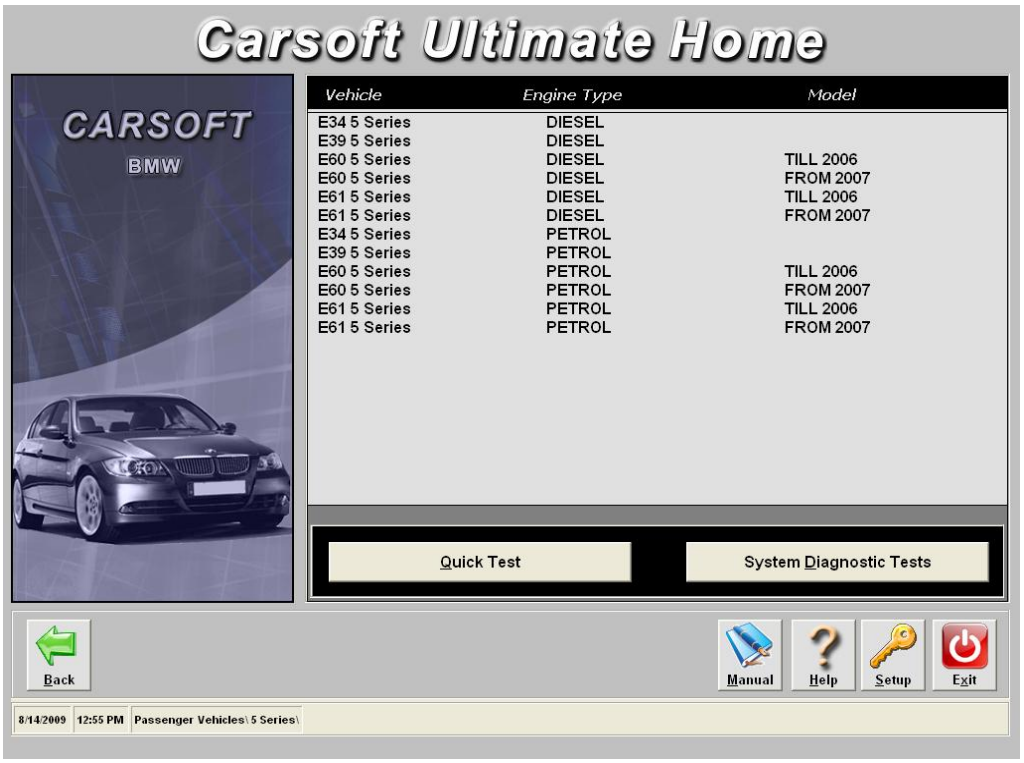


And the appropriate program will start.



After this you select the car type. (For Example **5 Series**)

After the car type, you select the specific model (For Example **E60 5 series Diesel Till 2006**)



Now you can make a selection between:

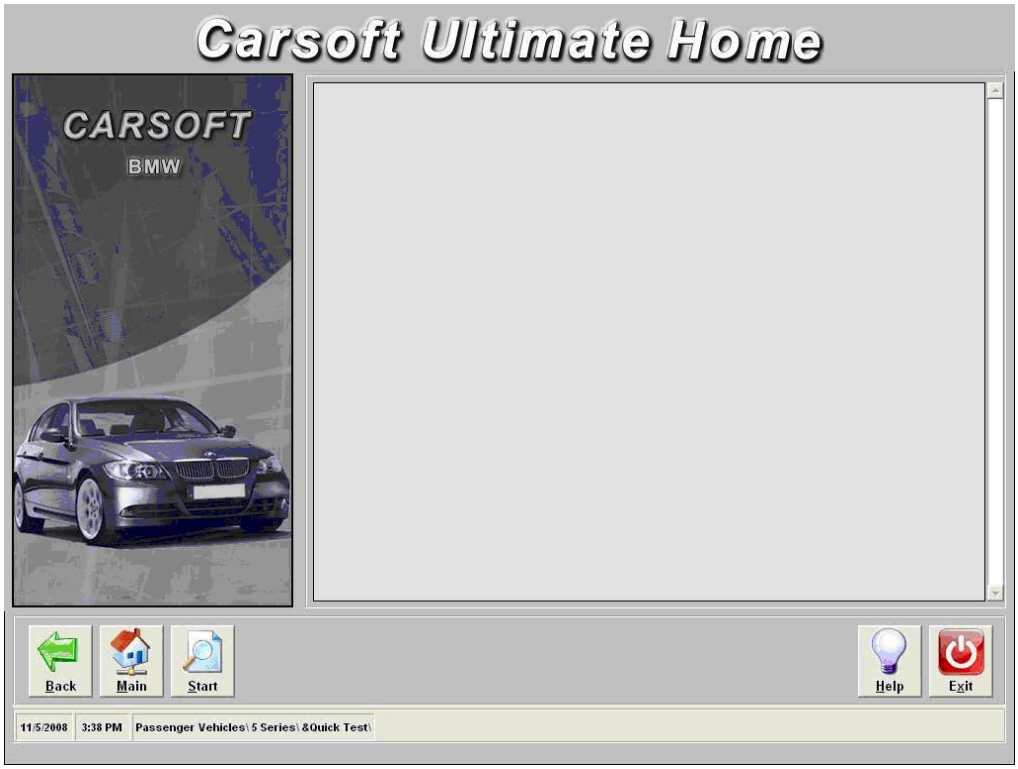
A: Total Diagnosis: Click 'Quick Test'

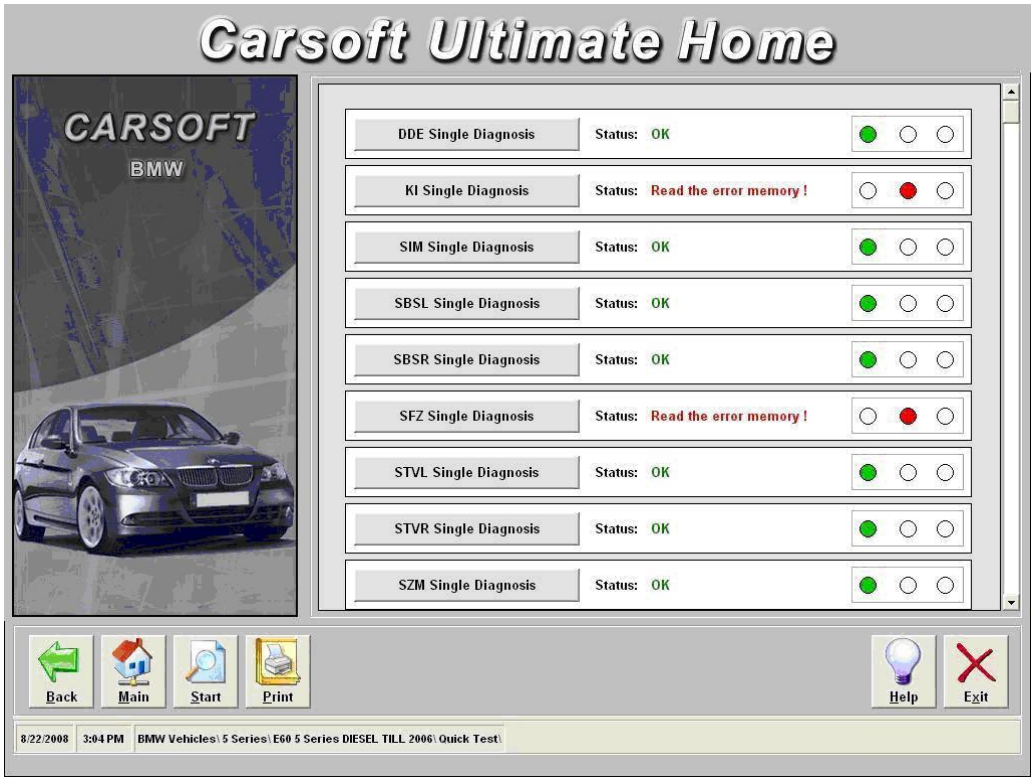
B: Single Diagnosis: Click 'System Diagnostic Tests'

A: Quick Test:

The ´Quick Test´ gives you an overview of the control units which are build in into the car. It also gives you an overview of the status of each control unit.

To start the Quick Test: Click the ´Start´ button.

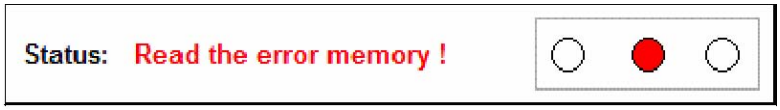




Possibility 1: Status: OK

No actual or stored errors stored in the control unit.

Possibility 2: Status: Read the error memory!



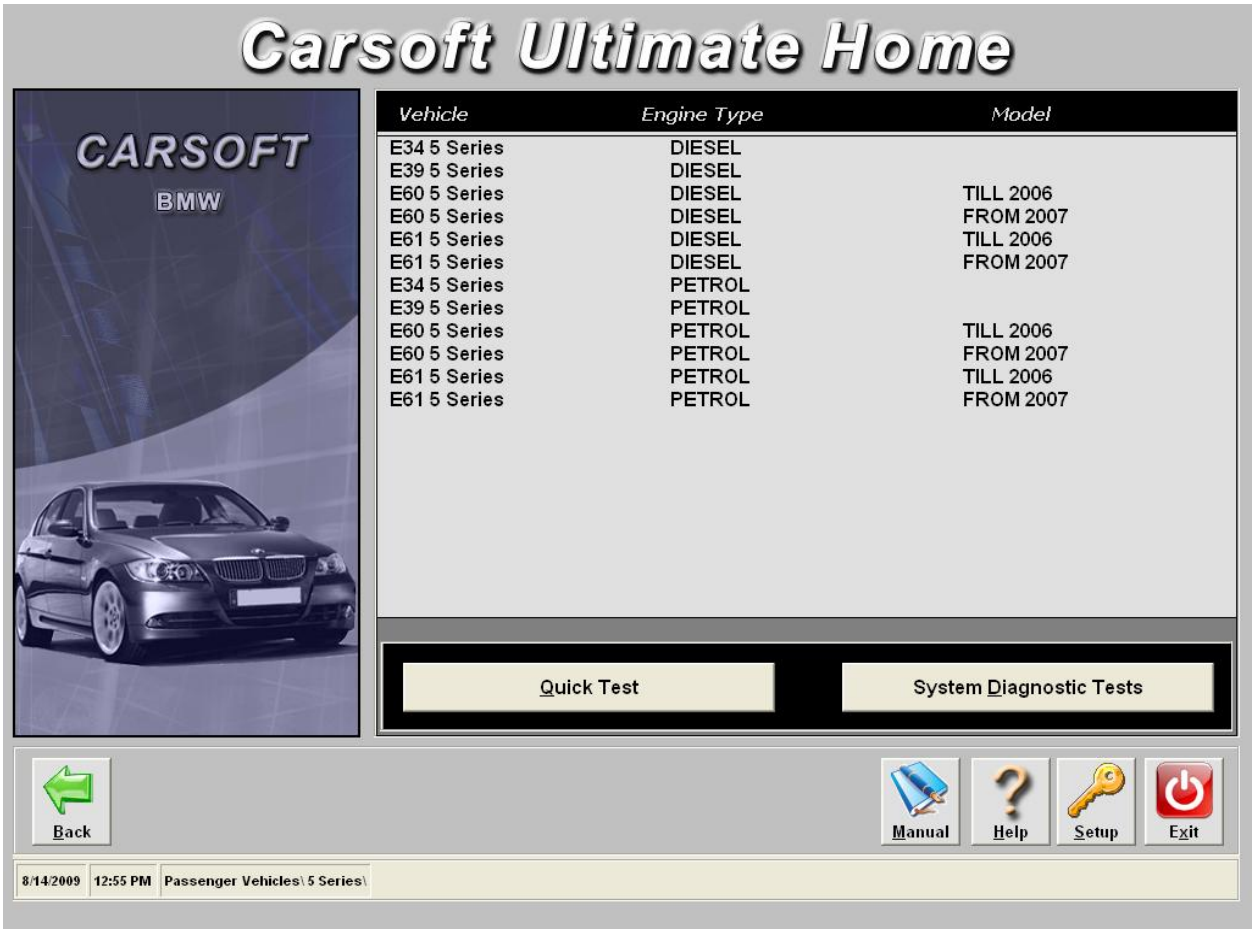
Errors stored in the error memory.
The error memory can be read by performing a single diagnosis from the control unit.
To go to the single diagnosis, click the button at to the left side.

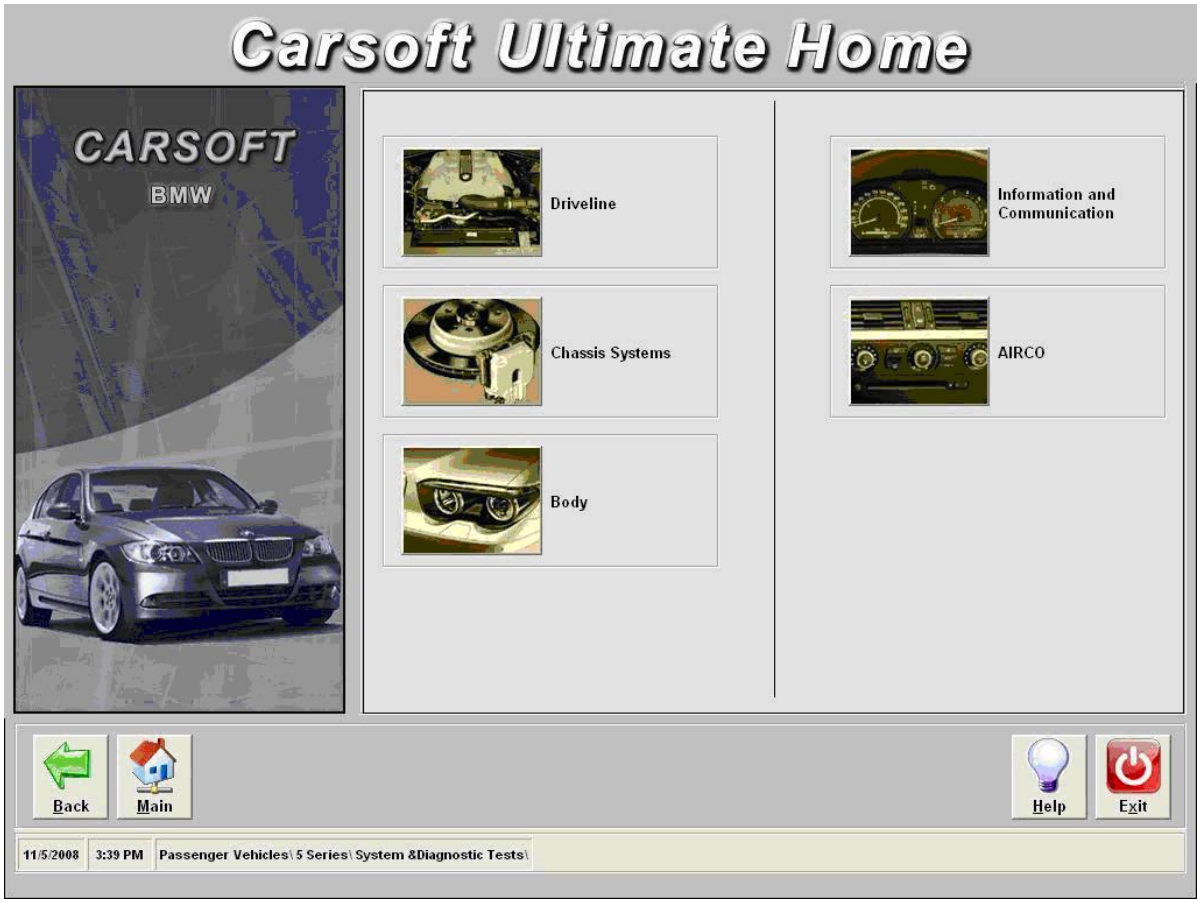
Possibility 3: Status: Module does not respond

Verify if the control unit is build in into the car. If so, verify the cable connection to the computer and car. Also check if the battery voltage of the car is sufficient. (>12V)

B: System Diagnostic Tests:

The ´System Diagnostic Tests´ are giving you detailed information about the control units and the status of the control unit.



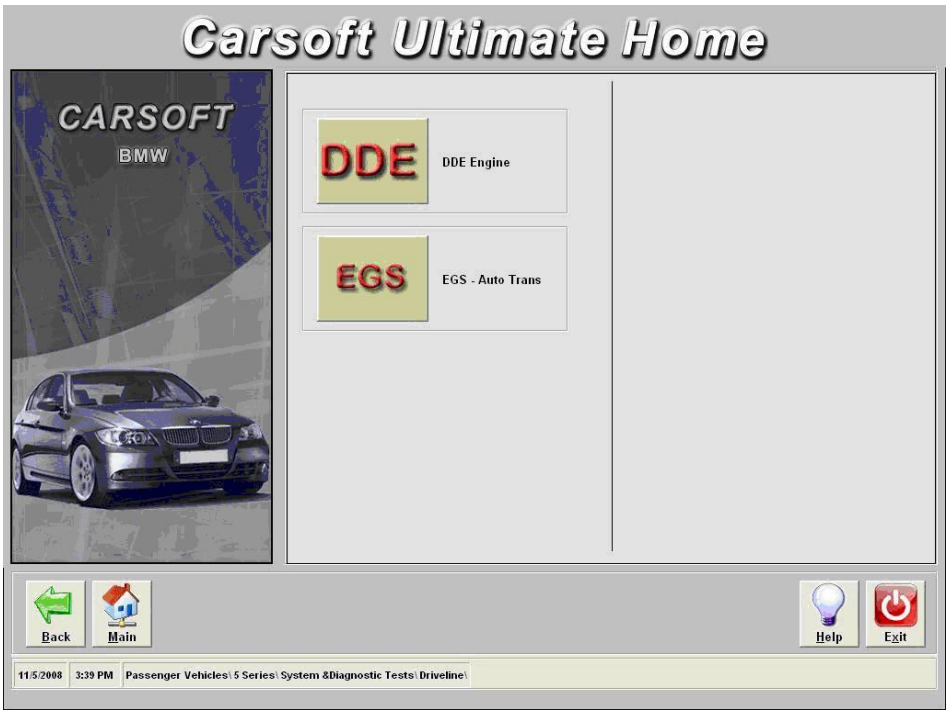


The control units are divided in the following menus:

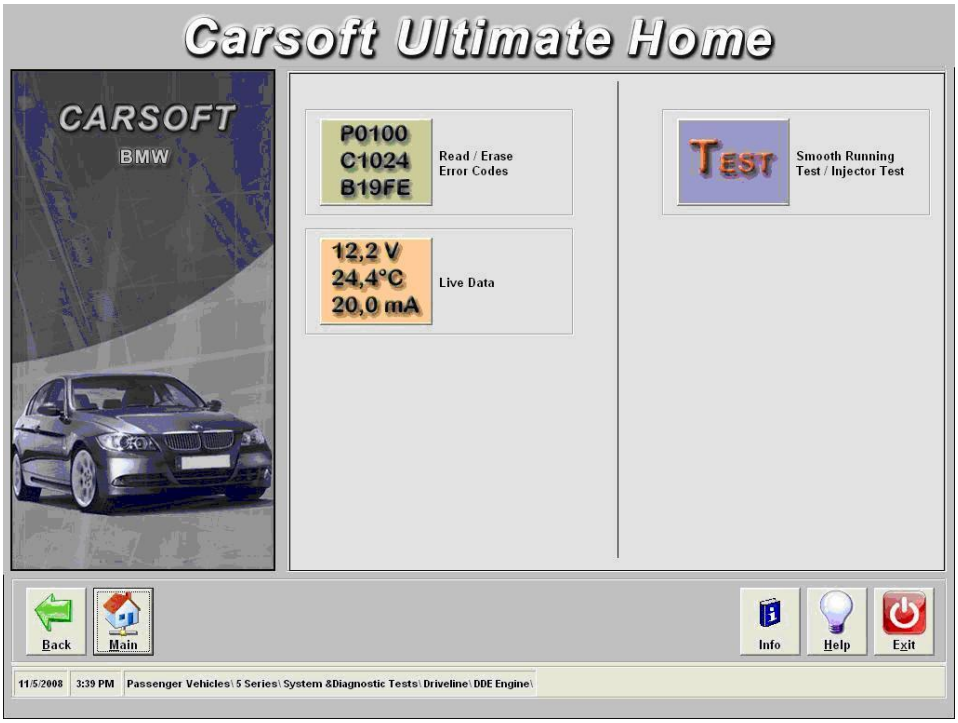
1. ► **Driveline**
2. ► **Chassis Systems**
3. ► **Body**
4. ► **Information and Communication**
5. ► **Air-conditioning**

In these menus, depending to the selected car, car-type and control unit, multiple functions are possible:

Example **‘Drive Line’**

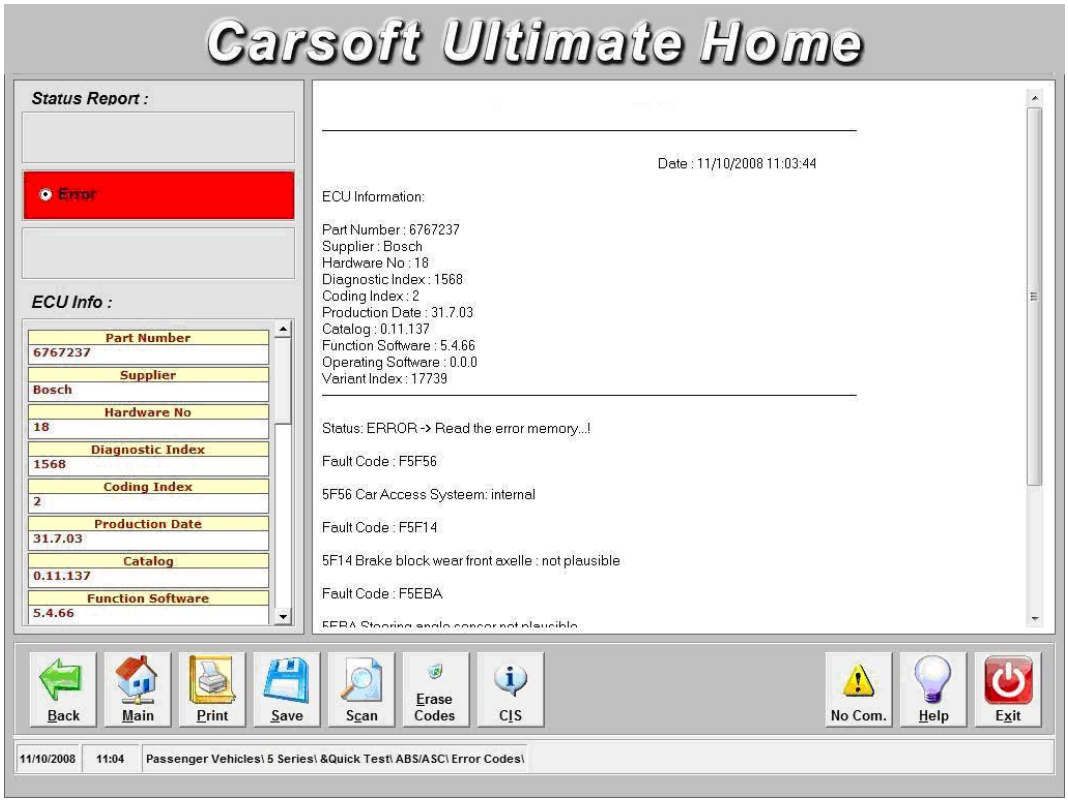


Example **‘DDE Control Unit’**

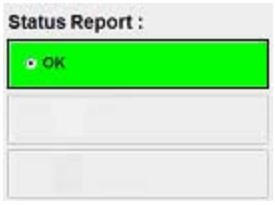


1. ► **Read/Erase Fault Codes**
2. ► **Live Data**
3. ► **Component Info**
4. ► **Component Tests**
5. ► **Component Activations**
6. ► **Adaptation Functions**
7. ► **Etc. …**

System Diagnostic Tests Results:



Possibility 1 ► **Status: OK**

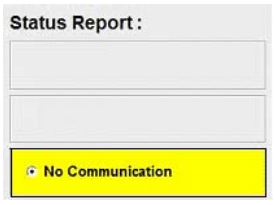


No actual or stored errors stored in the specific control unit.

Possibility 2 ► **Status: Error**

Errors stored in the error memory.

Possibility 3 ► **Status: No Communication**



Verify if the specific control unit is build in into the car. Otherwise verify the cable connection to the computer and to the car. Also verify the battery power of the vehicle.

Used Buttons

Back ► To return to the previous screen

Main ► To return to the Main Menu

Start ► To start the Quick Test

Scan ► To start scanning the error memory

Erase Codes ► To erase the error codes

Manual ► User Manual

Save ► To save the data to disk

Print ► To print the data on paper

Exit ► To exit the program

Contact Info:

► **Website:**

www.carsoftinternational.com

► **Email:**

bmw80@carsoftsales.com

► **Phone:**

+32 19 54 54 29

► **…or contact your local Carsoft distributor**

APPENDIX A: Used Abbreviations

AB - Airbag
ABL - Brake system warning Lamp (2 color)
ABS - Anti-lock Braking System
AC - Air Conditioning
ACC - Active Cruise Control
ACS - Active Comfort Seats
ADB(X) - Automatic Differential Braking
ADS - Engine intake air control
ADV - Windshield wiper pressure control
AEGS - Automatic Electronic Gearbox Control (also EGS)
AFM - Air Flow Meter
AGD - Suction silencer
AGR - Emission reduction
AGS - Adaptive transmission control
AG - Automatic Gearbox (transmission)
AHK - Active rear-axle Kinematics
AHK - Trailer hitch
AHM - Trailer Module (not for US models)
AHPS - Advanced HPS
AIC - Automatic Interval Control (rain sensor)
AKF - Activated carbon canister
AKS - Active head restraint
AKS - Pressure regulating device
ALC - Automatic Light Control
ALR - Automatic Lamp Range Adjustment
AMM - Air Mass Meter
AMP - Radio system Amplifier
ARI - Car radio information system
ARS - Active Roll Stabilization
ASC - All Season traction
ASC-EZA - ASC w/ engine timing and injection intervention
ASC+T - ASC+ Traction control
ASK - Audio System controller
ASR - Self starter block relay
AT - Remanufactured part
AT - Antenna
ATF - Automatic Transmission Fluid
ATL - Exhaust gas turbo charger
AUC - Automatic air recirculation
AUT - Automatic transmission
AVT - Antenna amplifier Tuner
AZD - Tightening torque specifications
A/D – Analog/Digital
B - Benzine (gasoline)
BAT - Battery
BC - Board Computer
BC1 - Body Controller 1
BL - Brake Light
BLS - Brake Light Switch
Bluetooth - A wireless interconnection technology
BMBT - Board Monitor
BS - Block diagram
BST - Battery Safety Terminal
BVA - Brake pad wear indicator
BZM - Center console control center
BZMF - Center console control center, rear
CAN – Controller Area Network
CAN-Bus - Controller Area Network (bus)
CANH-Bus - CAN bus, High
CANL-Bus - CAN bus, Low
CANP - fuel tank ventilation valve
CAS - Car Access System
CBC - Corner Braking Control
CBS - Condition Based Service
CCM - Check Control Module
CD - Control Display
CDC - Compact Disk Changer
CDS - CD player
CIM - Chassis Integration Module
CO - Carbon monoxide
COMBI – Electronic Instrument Cluster
CON - Controller
CVM - Convertible top Module
CVT - Constantly Variable Transmission
CW - Drag coefficient
CWP - Cold Weather Package
D1 - Xenon light/ gas discharge
D-Bus - Diagnosis bus (same as TXD)
DBC - Dynamic Brake Control
DBS - Dynamic Braking System
DCS - Dealer Communication System
DE – Diagnostic Unit
DD - Dynamic motor Drive
DDE - Digital Diesel Electronics
DIN - German industrial standards
DIS - Diagnosis and Information System
DISA - Differential air intake control
DIVA - Continuously variable length intake runners
DK - Throttle housing/valve
DKB - Throttle w/ brake intervention
DKE – Throttle Increase
DKI - Throttle position
DKR - Throttle reduction
DKT - Throttle position signal
DKV - Preset throttle position value
DME - Digital Motor Electronics
DM-TL - Diagnostic Module Tank Leakage
DOHC - Double Over Head Camshafts
DS - Gasket set
DSC - Dynamic Stability Control
DSP - Digital Sound Processing
DTC - Diagnostic Trouble Code (SAE)
DTC - Dynamic Traction Control
DWA - Theft deterrent system
DWS - Tire pressure Warning System
DZM - revolution counter
E - “in” (Ein)
EBV - Electronic Brake force proportioning
ECE - European market version
ECM - Engine Control Module
ECU - Electronic Control Unit
EDC - Electronic Damper Control
EDR - Electronic throttle control
E-KAT - Electrically heated catalytic converter
EZA - See ASC-EZA
ECM - Engine Control Module
ECO - Controller for I-Drive system
EDC - Electronic Dampening Control
EDC-K - Electronic Dampening Control - Continuous
EDK - Electronic throttle valve
EDS - Pressure regulator
EFH - Electric window lifter
EGS - Electronic transmission control

EH - Electronic-Hydraulic
EHC - Electronic Height Control
EKM - Electronic body Module
EKP - Electric fuel Pump
ELV - Electronic steering lock
EM - Electro-Mechanical
EMF - Electro-Mechanical parking brake
EML - Electronic Motor Load regulation
EMV - Electro-Magnetic sensitivity
EO - Component location
EPC - Electronic Parts Catalog
EPROM - Erasable/ Programmable chip Memory
ETK - Electronic parts catalog
ETM - Electrical Troubleshooting Manual
ESS - Electronic anti-theft device
EV - Injection Valve
EWS - Electronic drive-away protection
FB - Function description
FBC - Fading Brake Control
FBD - Remote control services
FBZV - Radio frequency locking system
FGR – Vehicle Speed Control (Cruise Control)
FH - Window lifter
FHK - Rear Heater/ air conditioner
FLC - Automatic Light Control
FRU - Flat Rate Unit
FS – Crash Sensor
FZV - Central lock receiver
GAL - Speed dependent sound volume
GM - General Module
GMR - Yaw moment control
GPS - Global Positioning System
GRII - Cruise Control
GRS - Rotation Rate Sensor
GS – Belt Tensioner
GWK - torque converter lock-up control
H - “rear”
H2 - Xenon headlights
HA - Rear Axle
HC – Hydro Carbon
HD - Heavy Duty
HDC - Hill Decent Control
HFM - Hot Film air mass Meter
HG - Manual Gearbox (transmission)
HKL - Hydraulic trunk lid Lift
HLM – Hot Wire Air Mass Meter
HPS - Head Protection System
HR - Heater control (from ETK)
HVA - Hydraulic Valve Adjuster
Hz – Hertz (Cycle)
I-Bus - Information bus
IB - Interior lighting control signal
IHKA - Automatic Heating and A/C
IHKAF - IHKA w/ micro filter
IHKR - Regulated Heating and A/C
IHKRF - IHKR w/ micro filter
IHKS - Standard Heating and A/C
IHPD - Internal High Pressure Deformation
IHR - Integrated Heater control
IKE - Instrument cluster Electronics
ILH - Interior Lighting, rear
ILV - Interior Lighting, front
IMS - Instant Mobility System
IR – Infrared
IRS – Infrared Locking System
ISC – Idle Speed Control
ISIS - Intelligent Safety Integration System
ISN - Individual Serial Number
ISOFIX - Standardized mounts for child restraints
ITS - Head airbag assembly/ Inflatable Tubular Structure
IVM - Integrated power supply Module
K-Bus - Body bus
KAT - Catalytic converter
KATON - Converter creating (signal)
KD - Kick-Down
KHI - Interface for headphones
KL - Terminal designation
KL15 - Run bus (ignition switch run position)
KL30 - Battery bus (hot at all times)
KL31 - Ground bus (chassis ground)
KL50 - Start bus (ignition start position)
KLR - Accessory bus
KO - Compressor “on” signal
KOMBI - Instrument cluster
KOREL - Compressor relay signal
KR – Contact Ring
KSK - Knock Sensor
KVA - Fuel consumption signal/value
KW - Crankshaft
KW - Kilowatt
LCM - Lamp Check Module
LDP - Leak Diagnosis Pump
LEV - Low Emissions Vehicle
LEW - Lateral acceleration sensor
LHD - Left-Hand Drive
LKM - Lamp control Module
LL - Closed throttle
LM - Light Module
LMM - Air flow meter/sensor
LMR - Light alloy wheel
LRA - Vertical headlight aiming
LSM - Steering column memory
LSZ - Lamp switching center
LVA - Air supply system (for EHC system)
LWR - Vertical headlight aim control
LWS-5 - Steering angle sensor
M-Bus - IHKA/IHKR stepper motor bus
MAL - Center armrest
MBC - Maximum Brake Control
MDK - Motorized throttle valve/system
MFL - Multi-Function steering wheel
MFC - Multi-Function Controller
MFU - Multi-Function Clock
MID - Multi-Information Display
MIL - Malfunction Indicator Lamp (SAE), “check engine” Lamp
MIR - Multi-Information Radio
MMC - MultiMedia Changer
MOST-Bus - Media Oriented System Transport bus
MRS - Multiple Restraint System
MSR - engine drag torque Regulation
MV - Magnetic Valve (solenoid Valve)
n-ab - Rotational speed, transmission (rpm)
n-mot - Rotational speed, engine (rpm)
NAVI - Navigation module
NG - New Generation
NG - Tilt sensor
NOX - Nitrogen Oxides/ exhaust gas recirculation
NSD - Rear muffler
NSL - Rear fog Lamp
NSW - Fog lamp
NTC - Negative Temperature Coefficient

NW - Camshaft
OBC - On-Board Computer
OBD - On-Board Diagnosis (SAE)
P/N – Park/Neutral position
P-Bus - Periphery bus
PB - Pin assignments
PBS - Parts Bulletin System
PDC - Park Distance Control
PGS - Passive Go System
PM - Power Module
PP – Impact Pad
PTC - Positive Temperature Coefficient
RLS - Rain-Light Sensor
PWG - Pedal position sensor/ potentiometer
RA - Repair instructions
RAM – Random Access Memory
RAL - Aluminum wheels
RAL - Standard color
RDC - Tire pressure Control
RDS - Radio Data-broadcast System
RDW - Tire pressure Warning
RHD - Right-Hand Drive
RM - Relay Module
ROZ - Research Octane rating/ fuel grade
RPA - Tire puncture warning
RPS - Rollover Protection System
RS - Repair kit
RSW - Back-up lamp
RXD - Wake-up Diagnosis line
RZV - Direct stationary ignition
SASL - Satellite, A-pillar left
SASR - Satellite, A-pillar right
SAV - Sport ACTIVITY Vehicle
SB - Fuse assignments
SBE - Seat occupancy detector/sensor
SBFH - Seat module, passenger-side rear
SBSL - Satellite, B-pillar left
SBSR - Satellite, B-pillar right
SBT - Tech reference information
SCA - Soft Close Automatic/Actuator
SD - Sliding roof
SD - Silencer/ muffler
SE - Special Equipment
SES - voice recognition System
SFAH - Seat module, driver's side rear
SFZ - Satellite, vehicle center
SG - Control unit
SGS - Seat integrated belt System
SHD - Sliding/ lifting roof
SHD - Sunroof module (also SHDM)
SI - Service Information
SIA - Service Interval system (ver. I, II, III, IV, etc.)
SII - Service Interval Indicator
SIM - Safety Information Module
SINE - Siren/tilt sensor
SKD - Steel sliding roof
SKHD - Steel sliding/ lifting roof
SM - Seat Module
SM/SPM - Seat/Mirror Memory
SMBF - Seat Module, passenger side
SMFA - Seat Module, driver's side
SMG - Sequential Manual Gearbox
SP - Schematic
SRA - headlight/fog light cleaning
SRS - Supplementary Restraint System
SSD - Steel sliding roof
SSH - Seat Satellite, rear seat
ST - connector views
Steptronic - transmission shift control
STVL - Satellite, left front door
STVR - Satellite, right front door
SVS - Speech processing System
SWR - Headlamp cleaning system
SWZ - Special tool listings
SZL - Switch center, steering column
SZM - Central switch center Module
TAGE - Door handle Electronics
TCM - Transmission Control Module
TD - Engine speed signal (ignition pulse)
TD - Technical Data (in TIS)
TE - Fuel evaporation control
TEL - Telephone control unit
TEV - Evaporative purge control
THZ - Tandem master cylinder
ti - Injector "on" Time (duration)
TIS - Technical Information System
TL - Part throttle / load signal
TLEV - Transitional Low Emission Vehicle
TMBFT - Door Module, passenger side
TMBFTH - Door Module, passenger side rear
TMFAT - Door Module, driver's side
TMFATH - Door Module, driver's side rear
TP - Tandem Pump
TPS - Throttle Position Switch/Sensor
TR - Engine speed signal (rpm)
TR - Transistor
TRG - fuel level sensor
TRI - Technical Reference Information (also SBT)
TRS - Battery isolation Switch
TSD - Torsion vibration dampener
TSB - Technical Service Bulletin
TSH - Door lock Heating
TSZI - Transistorized coil Ignition system
TU - Technical Update
TXD - Transmitting Diagnosis line
U-batt - Battery voltage
U-vers - Supply voltage
UERSS - Rollover bar
URS - Rollover protection System
USIS - Ultrasonic passenger compartment Sensor
V - "front"
V - Vehicle road speed
VA - Front Axel
VAT - Front axel support
VANOS - Variable camshaft timing
VEP - Distributor-type injection Pup
VID - Video module
VL - Full load (wide open throttle)
WBG – Hazard warning switch
WIM - Wiper control Module
WK - Torque converter lock-up clutch
WSS – Wind Shield
ZAB - Ignition fade-out (reduction)
ZAE - Central Airbag Electronics
ZAS - Ignition starter switch
ZGM - Central Gateway Module
ZK - Cylinder head
ZKE - Central body Electronics
ZKH - Cylinder head cover
ZMS - Dual-Mass flywheel
ZV - Central locking system
ZS - Central lock
ZSD - Center muffler
ZV - Central locking system
ZVM - Central locking Module
ZWD - Idle control valve

APPENDIX B: No Communication

Possible causes in case that the module is not responding:

► The Control Unit Not Build In (The vehicle is not equipped with this control unit)

► Control Unit Power Supply:

- Verify for: Low battery voltage

- Verify if the diagnostic cable is properly connected to the diagnostic socket and to the computer port.

- Bad power or ground circuits on the diagnostic socket

► Wrong Communication port setting from the computer

APPENDIX C: Oxford RS 232 - PCMCIA Card

A) Installing the controller card into the notebook

1. Insert the controller card into an empty PCMCIA slot. As the card supports Hot Plug function, it could be inserted into the PCMCIA slot while notebook is in power on or power off condition.
2. When the card is detected, the OS will ask for the software driver.

B) Installing Windows driver for the controller card

1. Once Windows is running, a new controller card is detected.
2. Insert the Drivers & Utility Cd into the CD-ROM, assume drive D
3. When the system ask for the driver for CF Gen, choose "Install from a list or specific location (Advanced)"
4. Choose "Don't search. I will choose the driver to install"
5. Choose "Ports (COM & LPT)"
6. Click on "Have Disk"
7 Browse to the following directory on the CD Driver: D\Oxford\OX95x\Windows
8. Choose "OxSER.INF"
9. Select "PCcard OX16CF950"
10. Follow the on screen instructions until the driver is totally installed

C) Checking the status of the installed driver

1. Right click on the icon of My Computer and choose Properties
2. Choose Device Manager
4. Let click on the "+" sign of the Ports (COM & LPT)
4. The following devices should be shown PCcard OX16CF950
5. Right click on the device above and choose Properties
6. Check the Device Status in the General window. The following should be shown:
   This Device is Working Properly

Changing COM Port number:

Some serial devices need a special COM port in order to work. If your serial device works properly, do not change this setting.

1. From the Device manager Window double click Ports (COM & LPT), then double click the Profilic USB-to Serial Comm Port … you want to change.
2. Click port Settings tab and click Advanced …
3. Click the down arrow that is next to the COM Port Number box, select a COM port that us not in use, then click OK.
4. Click OK, then close Device Manager to save the changes.

APPENDIX D: APIOTEK RS232 - Express Card

Windows XP/Windows 2000 Installation

1. Don't insert the Express Card into the Express Card Slot.
2. Insert the CD into the CD-ROM Drive.
3. At the Windows desktop click Start, then RUN.
4. Type D:\EC-0008(Serial port)\WIN98SE&ME&2K&2003\Setup.exe
5. Follow the on-screen instructions to complete the installation.
6. Insert the Serial Express Card into the Express card slot.
7. Open 'Device Manager" under System Properties and check if there is the device you install under "Profilic USB-to-Serial-Comm Port …"
8. Now the Serial Express Card is ready to use.

Windows Vista Installation

1. Don't insert the Express Card into the Express Card Slot.
2. Insert the CD into the CD-ROM Drive.
3. At the Windows desktop click Start, then RUN.
4. Type D:\EC-0008(Serial port)\VISTA\Setup.exe
5. Follow the on-screen instructions to complete the installation.
6. Insert the Serial Express Card into the Express card slot.
7. Open 'Device Manager" under System Properties and check if there is the device you install under "Profilic USB-to-Serial-Comm Port …"
8. Now the Serial Express Card is ready to use.

Changing COM Port number:

Some serial devices need a special COM port in order to work. If your serial device works properly, do not change this setting.

1. From the Device manager Window double click Ports (COM & LPT), and then double click the Profilic USB-to Serial Com Port … you want to change.
2. Click port Settings tab and click Advanced …
3. Click the down arrow that is next to the COM Port Number box, select a COM port that us not in use, then click OK.
4. Click OK and then close Device Manager to save the changes.