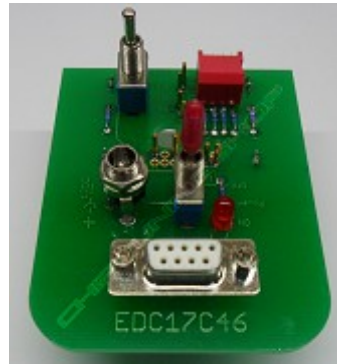
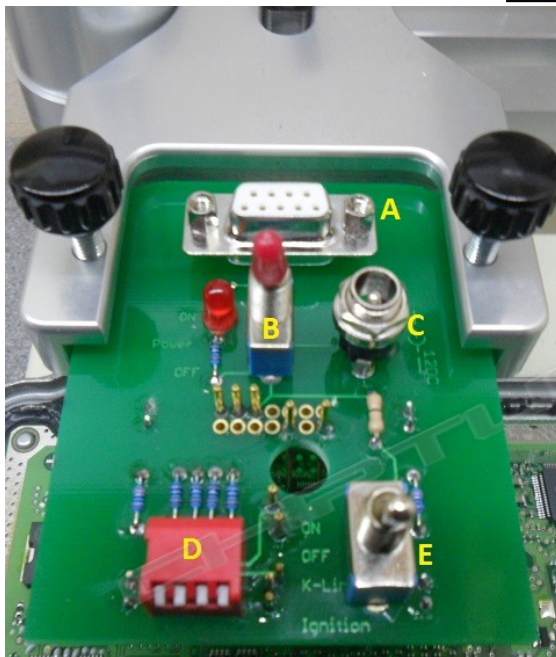


## Manual for using EDC17C46 Bosch ECU probe with AVDI – Page 1.



**1. Description:** This probe can be used for programming VAG EDC17C46 Bosch ECU's. It fits in most BDM positioning frames and is fitted with LED's for accurate alignment on the ECU. The "Boot" resistors and the ignition feed can be switched. **With this adapter, there is no need to solder at all.**

### Adapter Overview



**A** = Serial port connection

**C** = Power Jack

**B** = Power Switch ON/OFF

**D** = DIP Switches for BOOT Resistors ON/OFF

**E** = Ignition selection:

**ON/OFF/K-Line**

Since the AVDI requires a permanent connection via a 510 Ohm resistor between the K-Line and 12V, This switch has no function in the AVDI version of this probe.

**SET TO "ON" POSITION AT ALL TIMES**

**F** = Connect to flash tool.

**G** = Connect to serial port on probe (A)

## Manual for using EDC17C46 Bosch ECU probe with AVDI – Page 2.

**2. Handling and Adjustment: IMPORTANT - Make sure that the power switch (B) is in the "OFF" position. The power switch must remain OFF so that the pins are not live, until the probe is correctly aligned and in contact with the corresponding pins on the ECU. Failure to follow these instructions could result in damage to the ECU!**

Place the probe into the BDM frame retaining bracket and tighten the screws. Attach the adapter cable (G) to the serial port (A) on the probe and plug the other end (F) into the OBD cable of your flash tool. Connect the power supply to the probe jack (C), the LED's will now turn on to aid alignment, however the probe does not power the ECU until the power switch (B) is turned on.

Adjust the ECU on the frame and move the retainer carefully towards the ECU. Ensure that all the pins are in their designated position.

A diagram showing the location of the connections can be found on page 3.

**It is very important, that the retainer is free from backlash and moves smoothly!**



**3. Reading password: (This step is only necessary for TP8+).** Lift up the Boot DIP switches (D) as shown in the adapter overview on page 1, you can now read the password.

**4. Programming the ECU:** Push the DIP switches (D) down and then you can proceed with programming over boot mode.

**5. Disconnecting: To safely disconnect the probe from the ECU, you must first remove TURN OFF THE POWER Switch (B).** Once the power supply is disconnected it is safe to lift the frame and probe away from the ECU.

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**The pads marked in yellow have to make contact with the probe.**

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