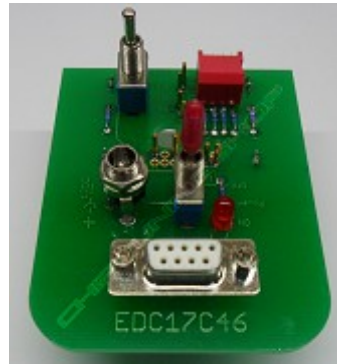
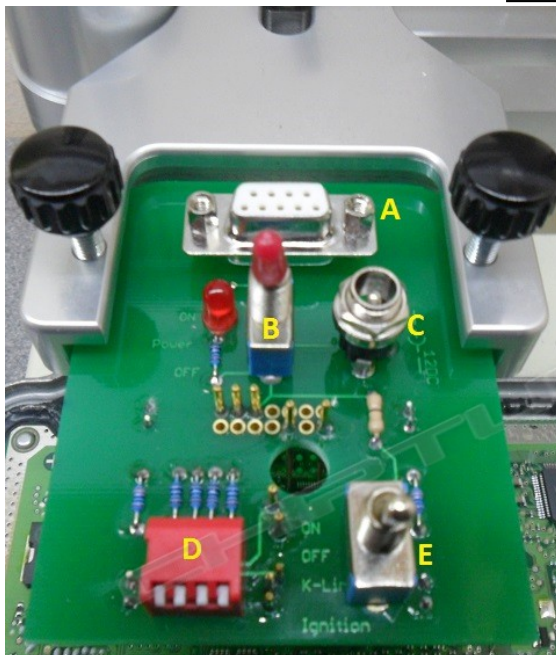


Manual for using EDC17C46 Bosch ECU probe with FG Tech – Page 1.



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
E = Ignition selection switch:

B = Power Switch ON/OFF
D = DIP Switches for BOOT Resistors ON/OFF

ON > The ignition pin of the ECU is supplied with a constant 12V power supply.

In conjunction with boot resistors switched OFF, use this mode for reading of password on TP8-10+, also can be used for DS Check, and general diagnostic requests etc..

K-Line > The ignition pin of the ECU is connected directly to the K-Line of the flash tool.

The flash tool will power the ignition pin and automatically cycle the power when required to reset the processor. In conjunction with boot resistors switched ON, use this mode for reading/writing over bootloader.

OFF > The ignition pin of the ECU is supplied with nothing.

F = Connect to flash tool.

G = Connect to serial port on probe (A)

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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!

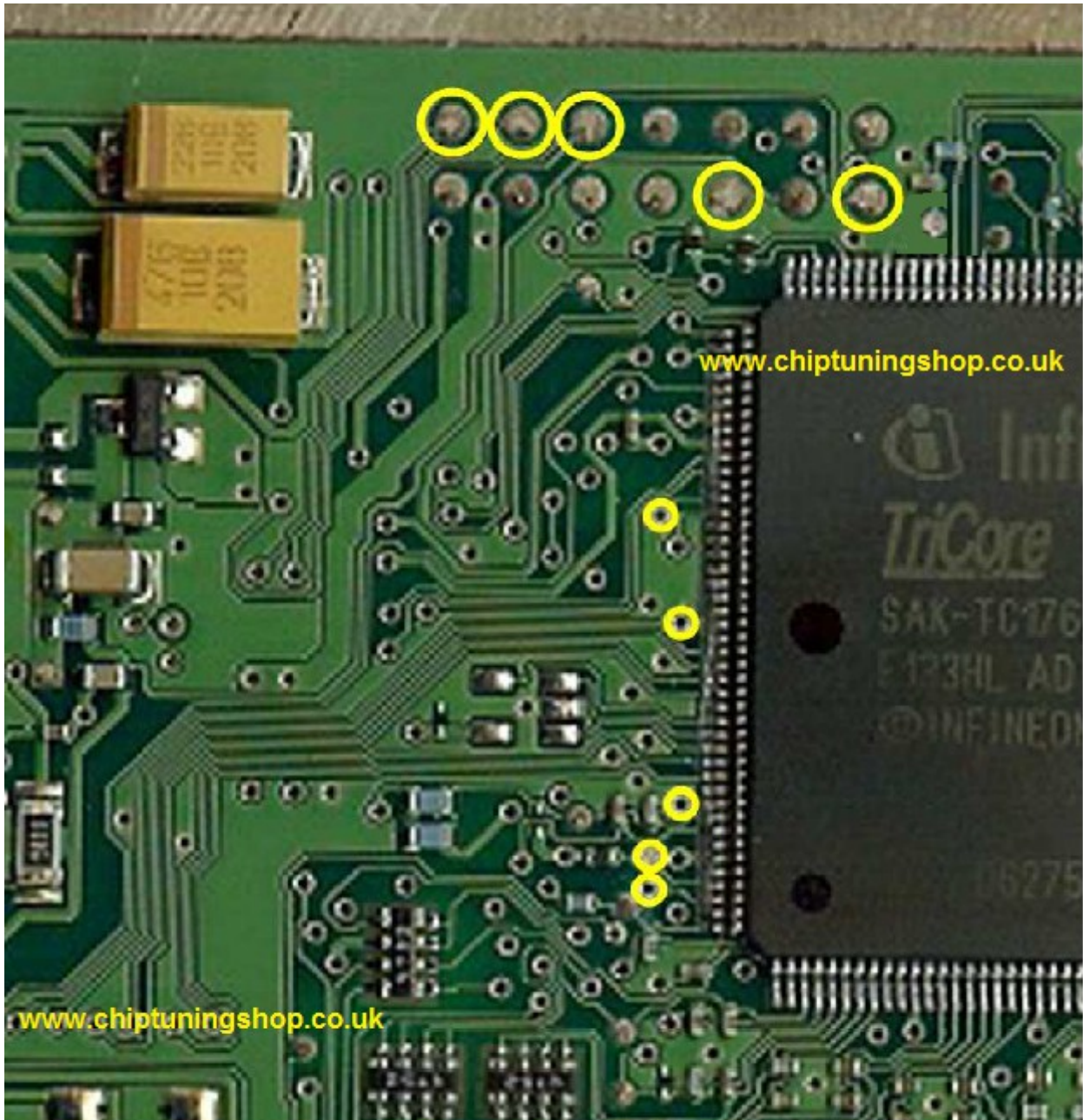


3. Reading password: (This step is only necessary for TP8+). Lift up the Boot DIP switches (D) as shown in the adapter overview on page 1 and set the Ignition switch (E) to the "ON" position, you can now read the password.

4. Programming the ECU: Push the DIP switches (D) down and set the "Ignition" switch (E) to the "K-Line" position, 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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