

Technical Helpline

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Keeping a classic Golf on the road

An interesting case came through the Helpline recently for a 1999 Volkswagen Golf 1.8i that had a misfire.

On initial investigation, one ignition signal was missing. The spark plugs, ignition coil and leads were replaced, but the misfire and signals remained the same. The primary circuit was load tested to the ECM, but no fault was found

for testing and repair.
Unfortunately, due
to the age of the
vehicle, the repairer
could not test for
the missing signal.
The ECM was returned
to the garage, and a new
unit was the next step. Once
again, the age of the vehicle
was a problem, no new
ECM was available. There

were used units available,

but they would require

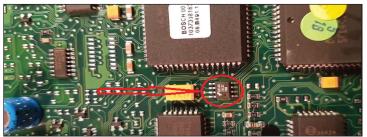
the immobiliser code to

The FCM was then sent

be programmed on the replacement ECM. This would require specialist equipment to complete this coding process.

reprogramme the EEPROM

We know the security for this ECM is in



A file on the EEPROM (circled) needed to be copied onto the new ECM

the binary code on an EEPROM 24C02, and a technician just needs to edit this code to allow the ECM swap to take place.

There were 2 options available, either desolder the original EEPROM and replace

it into the used ECM, or read the binary file on the original EEPROM and write it back into the used ECM. We opted for the second option, and below are the 2 BIN files showing the differences in the immobilser coding.

All that was required to perform this task was an EEPROM For this case, we used an Xhorse

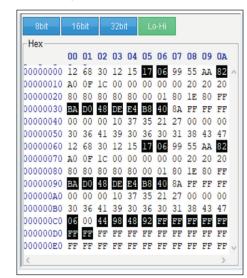
programmer. For this case, we used an Xhorse VVDO PROG programmer, a generic chip programmer. This enables the EEPROM to read, edit and rewrite the files in circuit without



Tim Stock

demounting it from the PCB.

This can save a classic vehicle, allowing it to remain on the road for some time to come, without the expense of a new unit, which could make the repair not viable.



A sample BIN file