

Home

Forum

What's New?

New Posts

Private Messages

FAQ

Calendar

Community

Forum Actions

Quick Links

ZHP Registry

BMW Mafia.com

ZHP Mafia Special Interest Group

Advanced Search

Welcome, cakM3

Notifications

My Profile

Settings

Log Out

Home

Forum

Technical

DIY

How to set up a BMW Diagnostic Computer

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NOTE: New stickers are in. Please read [this thread](#) for more information.

See Announcement About ZHP Mafia [BMW CCA Special Interest Group Status](#)

ZHPMafia.com reaches 1,000 members. See post [here](#).

+ Reply to Thread

Results 71 to 80 of 106

Page 8 of 11

First

6

7

8

9

10

Last

Thread: How to set up a BMW Diagnostic Computer

Thread Tools

Search Thread

Rate This Thread


Display

06-29-2011 05:11 PM

#71

az3579

Big Earner



Join Date: Dec 1969

Location: Bridgeport, CT

My Ride: 05' 330i/4 6MT

BMWCCA Member #: 377177

Posts: 3,100

Originally Posted by danewilson77

Bumpin for Spence? BP?

I would think so; they say in that thread that you could perform it using this software. I personally don't know how to do it yet, though. I would imagine that capability is in DIS, and I haven't gotten DIS to work yet. Now that I have a missing piece of the puzzle (thanks Crickett!), I will try it out when I have time.


Botond Pal

2005 330i ZHP / 6MT

Connecticut Valley Chapter

Patroon Chapter


Imolarot / Alcantara




Wobbie (ZHP) - 2005 BMW 330i

111 fuel-ups

driven by az3579 - Gas L6 Sedan





26.5

Avg MPG

Remember, it's not the car you drive, it's how you drive it.

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06-29-2011 06:27 PM

#72

Join Date: Feb 2011

Location: San Antonio, TX

My Ride: 10/03 330i ZHP

Posts: 371



Crickett
Enforcer



Originally Posted by **danewilson77**

Bumpin for Spence? BP?

I've been trying to figure out how to access the VANOS test & have so far come up with nothing; most of the people on other forums who have posted screenshots of it & guides to get to it have been on other cars (5's, M3s, etc.) & our (or at least my) DME options haven't lined up with what "should be" there. All I've been able to do so far is have it electronically check the fault codes of the VANOS solenoids & intake/exhaust valves; no functional test yet.

'04 ///ZHP sedan 6MT

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06-29-2011 07:44 PM

#73



danewilson77
Moderator (Gold)

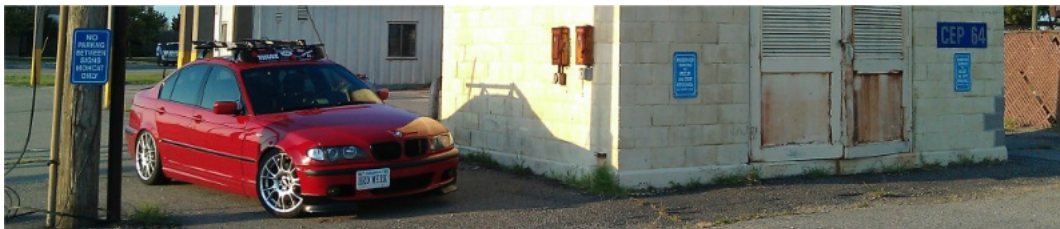


Join Date: Dec 1969
Location: Williamsburg, VA
My Ride: 2/2004 330i
BMWCCA Member #: 432214
Posts: 11,691

Originally Posted by **Crickett**

I've been trying to figure out how to access the VANOS test & have so far come up with nothing; most of the people on other forums who have posted screenshots of it & guides to get to it have been on other cars (5's, M3s, etc.) & our (or at least my) DME options haven't lined up with what "should be" there. All I've been able to do so far is have it electronically check the fault codes of the VANOS solenoids & intake/exhaust valves; no functional test yet.

OK....thanks. I figured this would be a valuable asset as guys are always asking if their VANOS needs overhauled. It would have to be able to detect some leak by of the VANOS pistons....if I am thinking about it right.....and timing is probably an input.



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BMW CCA # 432214

Jim Conforti Shark Injected ZHP | AFE Pro 5 R CAI | Khumo AST's 225/45/18's | BBS CK's | KW V1 Coilovers | Cusco Strut Bar | Custom Trim | Weisslicht AE's | No Hole License Plate Bracket | Colgan Nose Mask | Thule Rack | NBS Euro Side Mirrors | One Touch Unlock/Lock | One Touch Auto Windows Up/Down Except for Sunroof | Clutchless Start | Euro Pulse Hazards

Tuck >>> poke 3:16

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07-03-2011 05:57 AM

#74



Tampa330i
Enforcer

Join Date: Dec 1969
Location: Tampa, FL
My Ride: 2004 330i ZHP
Posts: 636

Spencers,

I recently re-installed INPA on my netbook and I was able to skip a couple steps. I can't recall what obdsetup.exe does, but I didn't run it this time. Do you know what that is for? Also, the path variable set itself somehow when I installed the first INPA version. I actually think I have 2 versions of INPA installs, one is an upgrade. I remember having problems the first time because I didn't set the path variable, but this time I went to set it after installing, but before using, and it was already there (fresh install of windows, not a remainder from previous install). This time, installing INPA and making it work only took about 15 minutes. This was on win 7 ultimate.

Last edited by Tampa330i; 07-03-2011 at 07:02 AM.



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07-08-2011 11:34 PM

#75

VA330CI
Enforcer

Join Date: Feb 2011
Posts: 174

You can make DIS work without using a diaghead emulator. I will post up a DIY thread on how to do so.



Euro 3 tune - H&R Sport Cup Kit - Rouge Engineering RTAB's - Meyle HD FCAB & CA's - UUC clutch arm bushings - UUC Street Trans Mounts - Rogue Engineering RSM's - Strut mount reinforcement plates - CCV valve delete - RE Power Pulleys - STO maintenance
Need any coding done? PM me.

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07-08-2011 11:37 PM

#76

VA330CI
Enforcer

Join Date: Feb 2011
Posts: 174

Originally Posted by Tampa330i

Spencers,

I recently re-installed INPA on my netbook and I was able to skip a couple steps. I can't recall what obdsetup.exe does, but I didn't run it this time. Do you know what that is for? Also, the path variable set itself somehow when I installed the first INPA version. I actually think I have 2 versions of INPA installs, one is an upgrade. I remember having problems the first time because I didn't set the path variable, but this time I went to set it after installing, but before using, and it was already there (fresh install of windows, not a remainder from previous install). This time, installing INPA and making it work only took about 15 minutes. This was on win 7 ultimate.

obdsetup is just an automatic script to set a few settings you can access by going to your device manager going into the properties of COM1 and setting those properties yourself.



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Need any coding done? PM me.

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07-24-2011 09:56 AM

#77

808ZHP

Enforcer



Join Date: Feb 2011
 Location: NNJ
 My Ride: 03 330i ZHP
 Posts: 211

Originally Posted by **VA330CI**

You can make DIS work without using a diaghead emulator. I will post up a DIY thread on how to do so.

ever post that up? This is taking forever to get working...

Update: Got my MacBook Pro all set up and running! Happy as hell lol
 I'm using Progman and I already changed some car key memory settings this morning. Yay!

Last edited by 808ZHP; 07-26-2011 at 06:28 PM.



SG 330i ZHP • Alcantara • 6MT • Rogue • LED • V1

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07-28-2011 10:33 AM

#78

VA330CI

Enforcer

Join Date: Feb 2011
 Posts: 174

^^

I've attached a PDF file with instructions on how to.

Unless you are using a genuine yellow DK head, the coloured signal strength bars should be off. Make sure that you have configured your DIS setup so that the translator is set to FISTER and that you have configured processes so that vm is set to off (i.e. not run).

Attached Images

DIS v44 & v57 Installation Check.pdf (2.10 MB, 38 views)

Last edited by VA330CI; 07-28-2011 at 02:14 PM.



Euro 3 tune - H&R Sport Cup Kit - Rouge Engineering RTAB's - Meyle HD FCAB & CA's - UUC clutch arm bushings - UUC Street Trans Mounts - Rogue Engineering RSM's - Strut mount reinforcement plates - CCV valve delete - RE Power Pulleys - STO maintenance
Need any coding done? PM me.

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07-28-2011 09:31 PM

#79

808ZHP

Enforcer

Join Date: Feb 2011
 Location: NNJ
 My Ride: 03 330i ZHP
 Posts: 211



Does DIS have anything more than Progman? I got that working for the e46. However I tried our 540i and got some errors for getting the cars information.



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07-29-2011 03:25 AM

#80

VA330CI
Enforcer

Join Date: Feb 2011
Posts: 174

Originally Posted by **808ZHP**
Does DIS have anything more than Progman? I got that working for the e46. However I tried our 540i and got some errors for getting the cars information.

Dis will allow you to run diagnostics tests. Progman only allows you to recode and update your DME/EGS.

I run DIS for diagnostics along side INPA for quick lookups and use WINKFP and NCSEXPERT for my updating and recoding needs.

I've used progman but was never a fan of it when NCSEXPERT and WINKFP accomplish the same thing much faster and have more kick behind them.

DIS V47 allowed you to recode your modules and update your DME/EGS; when V57 came out it lost that functionality and thats when Progmann came in and took over that task.



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