

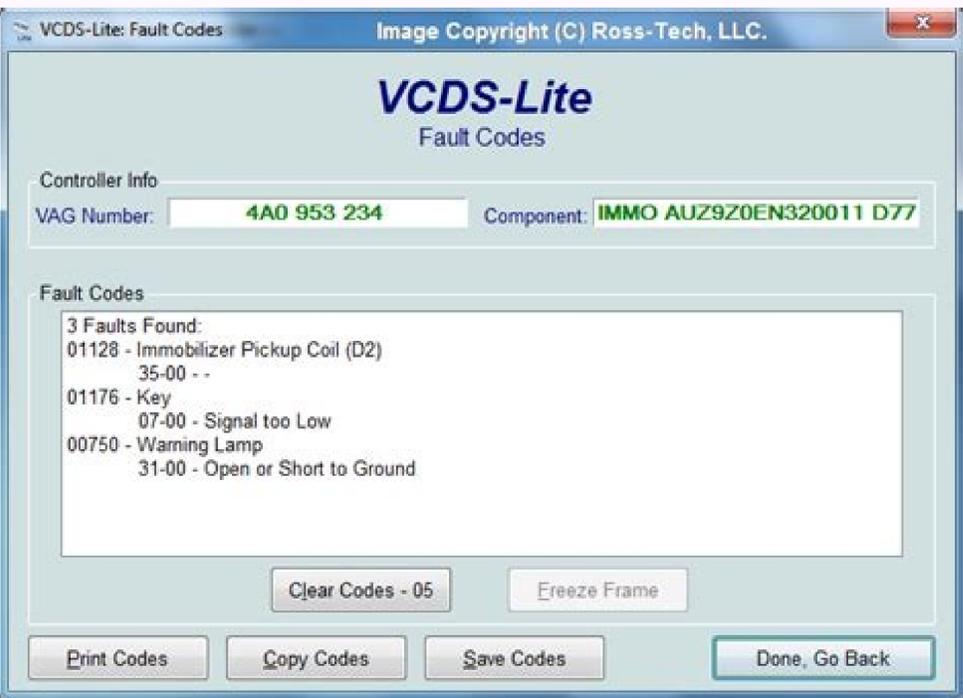


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Vcds lite cracked



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The couple of hundreds of dollars that I spent for a real version of the cable (which includes a licensing for complete software) makes VCDS the best value tool for your money in my TDI toolbox next to Spring pliers. I can use the time graphic too (another post about a month ago questioned that). For the limited times I use the configuration, I am very happy with my purchase. :-)

It is really designed as an IMHO Version "Stay with the wet feet", and when combined with all the fun The one to get cloned eBay cables to behave is probably not much of a bargain at all. For what they charge for these automable, it would be a trivial question for the VW to put a diagnostic interface on the panel somewhere - as was done with the BMW of the mid-DA © 1990; PRA © -dbc, you can access codes using a stop test procedure and the numbers flash in a control panel indicator. Go to the Ross Tech website and read what they offer in cables. My friend insists there is a 100% configuration rate as well. :-)

What he said X100 !!! Now ... this is the main reason why many VW Technical Support people carry a cable and a specific VCDS computer. The VW tool (VAS [some numbers]) is much more powerful than this small tool. I paid the \$ 99 by VCDS Lite and bought a cheap Alpha-Bid cable on eBay. Users should review your website before making an IMHO purchase decision. It is possible, read this: Have fun! Don VCDS Lite 1.2 Full Registered Activated HI, only for information, if you need this software please, look for the internet with the name in the latest, download it, disable your antivirus and install, work perfect. I have a cheap moc moc sotluco sogid'Ac so rel ossop 7/r69p43/r/moc.cipynit/tpth 7ragap a ohnet euq o odut ©A \$052 ed erawfios o e obac o rebeccr oA, etil SDCV moc ol-Asu omoc nirhocsed odnatnet notse e yabe od I I understand why some procedures require "special tools" in most cases - like the retaining pins and such for the TB change; I think that the "special" bolt on the fuel pump, or the MAF, is stupid, and I'd like to slap the engineer who decided that was a good idea. This isn't quite true. The cable (w built-in dongle) is either \$250 or \$350 (depending on which one you want/need). It can perform adaptations which are out of scope in VCDS, also it has got a possibility to update the software of control modules (e.g. ECU, CEEM, etc). I get it connected to my car and I have run a auto scan which has turned up nothing. Thanks Paul, this answers my question, I too picked up a \$15 FTDI adapter, (off ebay) came with a mini cd..the driver was old, I went to FTDI site and downloaded the latest, then downloaded RT VCDS lite, and now I can do quite a bit with it, I think I'll pay the \$99 and unlock more features... I already diagnosed and repaired cam sensor problem, that I could not even see with an OBD2 scanner, no wonder my fuel economy sucked, and cold starting problems, also the radio antenna open circuit...cleared air bag warning lite, to name a few. I think a lot of the complaints with VCDS Lite are from folks that didn't pay the shareware fee and are using the crippled version that has many of the most valuable features disabled. I read something like the k line needs to be grounded? Thanks for any tips. It's really designed as a "get your feet wet" version IMHO, and when coupled with all the fun of getting cloned eBay cables to behave is probably not much of a bargain at all. To your specific question, the documentation is pretty clear that doesn't report TDI timing values. sam The cable (w built-in dongle) is either \$250 or \$350 (depending on which one you want/need). The adapter is bluetooth and software is being installed to a laptop. I can read the trouble codes through When, when I try to enter my engine with VCDS Lite, it says the lost connection. I made a couple that would work decent enough for a better version ... most VW Shop tools are computers in a cart that should be wrapped around the store. Thank you Paulo, this answers my question, I also got a \$ 15 ftdi adapter, (off eBay) came with a mini cd .. the driver was old, I went to the site ftdi and downloaded the latest and downloaded the rt Vcds lite, and now I can do a little with it. I think I'm going to pay the \$ 99 and unlock more features. . I have already diagnosed and noticed the problem of the cam sensor, which I could not even see with an obd2 scanner, no it is to admire that my sucked fuel economy and cold starting problems, also open circuit of the radio antenna ... cleans air bag warning Lite, to quote some. Hey guys could the fact that my 03 Jetta has a pioneer pioneer stereo have something to do with the vague cannon as to connect to my car completely? I heard about difficulties with cables (cheap). I have the same feelings about the VW decision to block the problem codes behind a proprietary interface only from \$ 30,000 dealers; Thank God for Ross Tech and Metalnerd for cheap access to these tools. In many cases, I'm not sure if they realize that the version they are using is not fully functional. Have a good time! I'm not having a horrible Experience of Vagcom. Finally, here is the link to the Ross-Tech functions table: Paul. Hey guys could the fact that my 03 Jetta has a pioneer pioneer stereo have something to do with the vague cannon as to connect to my car completely? Also the VCDS have the distinct advantage over most vacant portable tools. (This would also apply if you bought a Used from someone, although you do not qualify for support, but generally there is no need ...) Yuri while getting the 250% cable and

software is that all I Do I have to pay? you also need accurate sure there's no COM port that conflicts with the COM port settings in VCDS-Lite. Hi, So you have to unplug the cable, go into Device Manager, and delete the cable. Simple, and remarkably cheap considering the power of the tool (VW charges about \$30,000 for an equivalent scan tool). This is the error I get When I test it is says its ok. Since I'm totally not in that business at all, I've never seen it live. I know the price diff is huge. There is an excellent thread titled "Getting that ebay cable to work" or something like that written by NB tdi. It's only an 04 Jetta, and only has about 10 controllers. I think a registered Lite should be enough, for now, if not I can then upgrade to a full VCDS and receive the \$99 as credit. I have never heard of any other adaptation that VW can do that VCDS cannot (except immobilizer function with a new key). I have some questions. Follow argavc's advice at your own risk! Have Fun! Don I paid the \$99 for VCDS Lite and bought a cheap cable from alpha-bid on ebay. Have you registered your VCDS-Lite for \$99 or are you trying to run an auto-scan with the unregistered version?? download it, disable your antivirus and install, work perfect. I need to get a set of extractor keys to pull my radio. Thanks for any advice. Is VCDS Light limited in what I can do? They also sell it at PARTSPLACE.com. Aside from diagnosing faults (and resetting glow-plug CEL's) - the most useful thing, imo, that VCDS can do, is set the keyless entry so that it unlocks all the doors with one button-press, instead of two, (like every other car; requiring two presses is super-annoying). What can I do with the lite version? Here is their direct web site: FWIW, I have had no problems whatsoever. 1) Download this cracked software only if you trust the hacker who cracked it, AND if you have no problem with supporting thieves stealing from a long-time TDIClub supporter). Don't blame them for wanting to sell them so they can eat. I'm having a horrible vagrant experience. With VCDS you can not sit on the passenger seat and drive and register all kinds of data points. The pair of hundreds of \$ I spent for a real version of the cable (which includes a license for the full software) makes VCDS the best value tool for your money in my TDI toolbox, next to the spring pliers. I agree that not everyone needs to have VCDS (it's too expensive for some), but I also believe that everyone who doesn't have VCDS should know something about them. (edit: I respect the work that Ross Tech did, and I agree that they need to be paid for their development work - but I wouldn't say that any cost was "justified" simply because VW charges \$30,000 for its tool. I'm sure it has to do with the cable you don't have. This driver (never) will work. Ross-Tech has a good web page listing the characters of VCDS, VCDS Lite (paid version), and VCDS Lite (defective version). But, I think you can never go wrong in buying one of the Ross-Tech/dongles cables. (It doesn't work. .) If you haven't registered, then Ross-Tech will give you a \$100 credit for one of your auth cables... He will guide you through everything you don't need. You don't go to the FTDI website, and you install their driver; so 's safe to connect the cable so it works. Personally, I have a genuine cable with full versions, but I think it's a little expensive for everyone to have it. Have Fun! Don It seems that the latest SAVs are also ports. In any case, the authentic Ross-Tech cables have a built-in "dongle" that allows the complete software in... Blame VW for "looking for rent" in your car design. 2) I will NEVER disable my anti-virus software to run ANY program, especially ;7 ;7 swodniW o moc amelbop mu ©Á adnia ossi es azetrec ohnet oÉÁN mas .adicehnocsed etnof with the older Win XP version, you can get into a situation if you plug the "ebay cable" into your computer, and Windows automatically installs a driver. I have access to all the timing values I need. Have Fun! Don This isn't quite true. And yes, I'm aware BMW has their own "special tool" racket, as does almost every car manufacturer.) Last edited: Nov 18, 2014 I think some heavy-duty VW machines have built in fault code reader you're talking about into the cluster interface - VW Crafter would be an example. You are correct that the VW tool can re-write controller code which VCDS cannot do. The lowest-priced cables are \$249 - and depending on whether you're going to use it for pre-CAN-bus cars (ca 2005.5) or CAN-bus cars, you can get one of those, or, if you anticipate helping others, the higher-end cables will handle both types... That's it, no setup fee, no charge for software updates, no other charges of any kind (except for shipping for the cable). I just replaced the timing belt and would like to check the timing/play with my injectors after installing new nozzles. where did you get those spring clamp pliers!?!? Basically VCDS is a DTC scan/clear tool which also can be used to disable seatbelt chime in such cases when your car functions properly. properly.

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