Position
You can switch between the individual faults with the UP and DOWN buttons. The order of the faults can change depending on the sort criterion.

Sort method
Standard
Fault display in ascending address word order.

Static/sporadic
Faults are separated according to their status. Static (higher priority) are displayed at the top with a dark blue background, sporadic below them with a light blue background. Inside the status (colour), the fault frequency is taken as the second sort criterion (high counter figures first).

Kilometres
Sort method according to the km reading when the fault first occurred. The low readings first.

Time
Faults are listed chronologically according to when they first occurred. To allow better assignment, the fault that happened within the same minute are combined in coloured groups (alternately light and dark blue).

Ambient conditions
In the “Guided Fault Finding”, ambient conditions can be displayed using the “Fault Memory Contents” mask from basic CD 7.0. The vehicle system does need to support this function, however. After selecting the ambient conditions, the mask background colour changes depending on the type of fault, the sort method and the type of ambient conditions (standard or specific).
Test plan

If you continue, you can access the system test plan that is created by the VAS 5051 or by the VAS 5052.
You can select a function check from the system test plans.

The selected function test has a black background.
The function check is started with the “Continue” button. The order is freely selectable if there are several function checks.

System test plan

The “System Test Plan” is created automatically using the fault memory entries and/or complaint.

User-defined test plan

The “User-Defined Test Plan” can be created by the user via the function and component selection dialog.
Function test procedure

The information and instructions required to rectify the fault are displayed to the operator in the form of message windows.

The operator will be informed if he needs to continue manually.

The remaining test procedure is function-guided.

It contains instructions and information on the activities to be performed.
In the function checks, the necessary control unit information is incorporated in the “Guided Fault Finding”. This can be depicted on the display or also in the background by incorporating the basic conditions (e.g. measured values, state terminal 15 etc.).

**Supporting literature**

Using an additional button that is only displayed when required, supporting information is displayed. The title of the documentation type is the same as the button label (e.g. Fuse Assignment).

For further information on “Guided Fault Finding”, use the CD “Guided Fault Finding with the Vehicle Diagnosis, Testing and Information System VAS 5051” and the operating manuals.
Diagnosis protocol

A diagnosis protocol is created during each fault memory query or fault search in “Guided Fault Finding” mode.

This protocol can be stored on the diagnosis system or sent online to the manufacturer database.

Stored diagnosis protocols are sent automatically if the diagnosis system is connected to the network.

Protocols that are older than forty days are deleted.

The sent protocols are evaluated and frequently occurring fault memory entries can thus be recognised.

This process is provides feedback information for the research and development department as well as for quality assurance.

To send the protocol, the diagnosis system needs to be connected to the network.

Various vehicle and operating data as well as information on the repair then need to be entered.

Menus guide you through these entries.
Function/component selection

In “Guided Fault Finding” mode, user-defined function or component checks can be selected via the “Go to” button and “Function/Component Selection”.

The selected functions or components are sorted according to repair group. After selecting the repair group, the individual systems for which function and component checks can be carried out are displayed.
After selecting a component or a function, the corresponding check is entered in the user-defined test plan once you press the “Continue” button. If you press the “Continue” button again, the test will be started.

The system is then opened. The remaining procedure is menu-guided.

All necessary instructions appear as a mask on the diagnosis system.

Components marked with a “+” have further submenu items that can be selected.
Guided Fault Finding

Access to tools

You select tools using “Special Tools, Testing Equipment, Aids” and then selecting the required tool group.

The required tool group is selected by touching the mask.

The required special tool, testing equipment or aids can then be selected.

In the function checks of the “Guided Fault Finding”, this information is provided whenever necessary.
The selected object has a black background.

If you press the “Go to” button and then select “Documents”, the document selection dialog will appear.

After selecting the document and pressing the “Display” button, the graphic for the selected special tool, testing equipment or aid is displayed on the screen.
Guided Fault Finding

Accessing documents for Audi vehicles

A range of documents are stored in the VAS 5051 and VAS 5052 as user information.

All documents are accessed in the same way. Access to the documents for the connectors is used as an example here.

This is opened by touching the selected document group.

The subgroups are displayed after you select the document group.
The required subgroup can then be selected.

After selection, a further subgroup is displayed with the “Go to” and “Documents” button.

The document will appear after you touch the component for which you require information and press the “Display” button.
Guided Fault Finding

Read Measured Values

New procedure

Measured values can be read in the “Guided Fault Finding” and “Guided Functions” modes at Volkswagen and Audi using the basic CD 7.0. The measured values can be compiled from different display groups and the target and actual values are then displayed. The selection can be made by the user or, if necessary, by the function check.

Selection by the user

The selection is made from the function “Function/Component Selection” or “Guided Functions”.

First the corresponding repair group containing the vehicle system from which the measured values should be read should be selected.
After opening the mask, the vehicle system, from which the measured values should be read, can be selected.

Next select the “01 - Self-diagnosis-compatible systems” function.

The “Read Measured Value” function is a submenu of the “Functions” selection dialog for the respective system.

The available vehicle system functions can then be selected.

The available functions depend on the vehicle system and may therefore differ.
After selecting the “Read Measured Values” function, an overview of the available measured values (data blocks) is displayed.

Press the individual display fields to select the measured values that are to be read.
The next mask shows the selected display fields with the measured value names as well as the accompanying target values, if available.

The current measured values are only displayed parallel when the "Read" button is pressed.

If a display field/measured value is selected, message texts can, if possible, be displayed using the “Message Text” button and stored test programs using the “Test Programs” button.

The message window only appear when basic conditions need to be observed (e.g. battery voltage has to be greater than 11.7 V).
Control unit update process

If a software update is required for a control unit, the problem is indicated in the "Technical Problem Solution" section of the ELSA along with a note about the fault search and the necessary update as a customer service solution.

Software version management may only be carried out as a customer service solution if an instruction is available in the ELSA, in the HST, in the TPL or from the TSC. This is very important as control unit programming cannot be reversed. Old software cannot be reloaded.
Start the control unit update process

The complete update programming is carried out in the “Guided Fault Finding” procedure. It starts with vehicle identification.

The software version management is started in the “Function/Component Selection” mask.

You will find the latest information on the SVM-VW in the VW-ServiceNet®.
The vehicle data for the SVM is compiled first.

The diagnosis system then records the vehicle system data (control unit) and reads the chassis number.

Next the diagnostic address of the control unit to be repaired needs to be entered.

Once the chassis number has been confirmed, the data of the systems installed in the vehicle is queried and sent to the manufacturer.
The diagnosis system then sends the data via an online connection to the vehicle manufacturer database.

The diagnostic system needs to have a connection to the dealership network.

A login and a password is required to send the extracted data to the SVM.

The password and login are issued by the system administrator at the respective dealership and can only be used there.

The manufacturer database checks the incoming data and sends the latest control unit software to the vehicle system via the online connection.

The final message indicates whether the process was successful. After a update, the updated equipment status is sent to and confirmed by the SVM.
Audi software version management

Audi software version management is possible via an online connection to the diagnosis with Audi vehicles from model year 2003.

Guided Fault Finding

From the “Fault Memory Content” mask, you can select the “Function/Component Selection” mask with the “Go to” button.

The “Software Version Management” function can be selected in the “Function/Component Selection” mask.
The Audi software version management comprises:

- Target/actual comparison
- Problem-related hardware and software update
- Vehicle modification

Target/Actual Comparison

The target actual comparison is used to check the control unit configuration before a repair is started.

The current control unit configuration is documented in the SVM database at Audi in Ingolstadt.

The VAS 5051/VAS 5052 reads the software versions, the hardware and software parts numbers, the serial number as well as the coding of the control units installed in the vehicle and transfers it to the SVM database via the online connections.
Guided Fault Finding

Problem-related hardware and software update

The problem-related hardware and software update is used to control problems that are described in the TPL and do not generally lead to recalls.

Before the repair is started, the hardware needed according to the TPL needs to be ordered through spare parts. If a software problem is involved that can be rectified with an update, a control unit does not need to be ordered.

At the end of the repairs, the current control unit configuration is documented in the SVM database.

Before the update is started, the action code needs to be entered according to the instruction in the TPL. The further procedure is displayed as a mask on the screen.
Vehicle modification

If modules have been retrofitted (e.g. auxiliary heating, tow bar), the modified control unit configuration will be sent to the SVM database and documented.

Pressing the “Continue” button twice will open the screen for inputting the action code.

So that the necessary configuration can be carried out, the action code given in the installation or modification description needs to be entered.

You will find the latest information on the SVM-Audi in the Audi-ServiceNet®.
Guided Functions

The contents of the guided functions in the vehicle diagnosis, testing and information system VAS 5051, in the vehicle diagnosis and service information system VAS 5052 as well as in the vehicle diagnosis system VAS 5053

Advantages of the “Guided Functions”

- Fast access to functions used on a daily basis
- Complete vehicle system test not needed
- Available throughout the VAS diagnosis systems
- Usage date with the basis CD V06.00.00 and the Volkswagen brand CD V06.42.00 or the Audi brand CD V06.47.00

Overview

Among other things, the “Guided Functions” allow

- vehicle keys to be adapted,
- the service interval display to be reset,
- help to be provided with the replacement of control units,
- the coding and adjustment of control units,
- control element diagnosis to be performed,
- data blocks to be read,
- general system descriptions to be called up,
- component tests to be carried out on electronic systems and
- fault memory entries to be read. If there is a fault entry, direct entry into the guided fault finding is possible using the “Mode” button.
Once the vehicle and the engine variant has been selected, you can select the required system by touching the screen.

- A fault memory query is possible during the maintenance is possible using the “Vehicle System Test” button. If a fault has been stored, direct entry into the guided fault finding is possible using the “Mode” button.

Press the “Mode” button to switch to the “Guided Fault Finding”. When you return, the fault memory is not erased.

Activation of vehicle system test, query only of the systems that are possible in this vehicle type.
The possible testing and diagnosis steps are then shown for the selected system.

Pressing the “Continue” button twice opens the test program.

The further procedure for the function test is menu-guided.
Instructions for carrying out operating steps on the vehicle are provided for the user on screen in the mask.

The mask shows the respective latest progress of the function test.
Administration

The contents of the administration in the vehicle diagnosis, testing and information system VAS 5051 as well as in the vehicle diagnosis and service information system VAS 5052

Starting Administration

The Administration is started from the start mask by pressing the "Administration" button.

It provides the functions for internal administration of the tester.

This selection provides just an overview of the functions in the Administration mode. You will find a detailed description in the operating manual for the vehicle diagnosis, testing and information system VAS 5051 and in the operating manual for the vehicle diagnosis and service information system VAS 5052.
<table>
<thead>
<tr>
<th>Functions</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>CD Update/Installation</td>
<td>Basic and brand CDs can be installed using this function.</td>
</tr>
<tr>
<td>Network Update</td>
<td>When this menu item is selected, the test unit searches for a software update under the corresponding URL address.</td>
</tr>
<tr>
<td>Self-test</td>
<td>This function carries out a self-test of the vehicle diagnosis connector in the test unit including the diagnostic cable and the internal test instrument unit (only VAS 5051).</td>
</tr>
<tr>
<td>With first installation:</td>
<td></td>
</tr>
<tr>
<td>Enter workshop code</td>
<td>This function is used to enter the sales/importer number, dealership number and dealership code. After confirming the entry, this data is blocked. Next only the name and the address of the dealership can be changed.</td>
</tr>
<tr>
<td>Change dealership code</td>
<td></td>
</tr>
<tr>
<td>Signal Sender</td>
<td>This function allows you to change the duration and pitch of the acoustic signal.</td>
</tr>
<tr>
<td>Date/Time</td>
<td>After selection, the date and the time can be adjusted. The date can, however, only be changed with first installations or when a new basic CD is installed.</td>
</tr>
<tr>
<td>Extended Functions</td>
<td>This can only used with a special key CD.</td>
</tr>
<tr>
<td>Select Start Graphics</td>
<td>The function allows you to select the start graphics.</td>
</tr>
<tr>
<td>Contents</td>
<td>After selecting this item, the installed basic and brand CDs are displayed with their respective version number. After selecting a CD, it's contents appear.</td>
</tr>
<tr>
<td>Print Format</td>
<td>This function allows you to set different paper formats with the accompanying software printer drivers for screenshots and print styles.</td>
</tr>
<tr>
<td>Screen Calibration</td>
<td>This function allows the touch screen to be calibrated. (VAS 5051 only after first installation or after installation of a new basic CD)</td>
</tr>
<tr>
<td>Installation or Update of</td>
<td>This function allows you to install “Electronic Service Information System”. (US market only)</td>
</tr>
<tr>
<td>ESIS</td>
<td></td>
</tr>
<tr>
<td>Operating Manual</td>
<td>This function displays the operating manual.</td>
</tr>
<tr>
<td>Activate or Deactivate</td>
<td>This function allows remote access to the test unit via a network.</td>
</tr>
<tr>
<td>Telediagnosis</td>
<td></td>
</tr>
<tr>
<td>ELSA Installation</td>
<td>This function allows you to install the procedure system for the “Electronic Service Information System”. (Not VAS 5051 and VAS 5053)</td>
</tr>
<tr>
<td>Application Statistics</td>
<td>The selection shows statistics on how often and how long the individual modes have been used.</td>
</tr>
<tr>
<td>Application Installation</td>
<td>Other applications can be installed with this function, for example, data CD for update programming and multimedia training CDs from service training.</td>
</tr>
<tr>
<td>Network Settings</td>
<td>After selecting this function, another mask appears where you can make network settings.</td>
</tr>
</tbody>
</table>
Time Recording

Calculation of diagnosis times

The group has been using the VAS 5051 since 1996, the VAS 5052 since 2001 and the VAS 5053 since 2004. In these systems, the test steps are added in the “Guided Fault Finding” and the “Guided Functions” using specially developed parameters.

The labour items (AP) with times for the single reading (01 29 00 00) and repeated reading (01 29 00 50) of error memories have the following content structure:

1. Query fault memory before repair (including connecting and disconnecting diagnostic system)
2. Erase fault memory (01 29 00 00)
3. Carry out any repairs
4. Query fault memory again after repairs and then erase (01 29 00 50)

New customer service number for vehicles from model year 2003

From model year 2003, the customer service number 01 50 00 00 for the “Guided Fault Finding” and the “Guided Functions” is available. The customer service number is initially without time. The time from the diagnosis protocol is entered in the DMS. All required work, for example, reading the fault memory or programming control units are covered by the labour item AP 01 50 00 00.

The diagnosis protocol, which is included with the order, provides proof. The time that is given on the print out is only the time that the mechanic spent on the vehicle with the diagnosis system. In addition, all removal and installation work, fetching special tools and other work have to be added to this.

This is then invoiced together.
Diagnosis protocol

After diagnosis, the necessary times are calculated and can therefore be checked. These times are displayed in the diagnosis protocol and can be invoiced together with the times for removal and fitting of the faulty part.

<table>
<thead>
<tr>
<th>VAS 5051</th>
<th>Diagnosis Protocol</th>
<th>15/06/2004 13:37</th>
</tr>
</thead>
<tbody>
<tr>
<td>Workshop code:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>12345678</td>
<td></td>
<td>Version:</td>
</tr>
<tr>
<td>Dealership code</td>
<td></td>
<td>V07.58.00 21/06/2004</td>
</tr>
<tr>
<td>Jones Cars</td>
<td></td>
<td>Car registration</td>
</tr>
<tr>
<td></td>
<td></td>
<td>SSP 295</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Vehicle ID no.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>WVWZZZSSP295</td>
</tr>
</tbody>
</table>

**Diagnosis**

**time: 85 time units**
Networked Workshops

Changing services
As in many other industries, the use of networked diagnosis systems is also inevitable in vehicle services.

Service and diagnosis work
The following service and diagnosis work is only possible in a network:

- Software version management
- Secret and component protection
- Software updates for control units
- Telediagnosis
- Software-supported performance of actions
- Adapt key (GeKo)
- Enable radio code

Data transfer via online connection

Manufacturer databases (e.g. Carport, Fazit)

Broadcast via satellite (only in Germany at first)

ACC portal
User administration dealership system

CPN

Dealership server

Radio code
RTA

SVM
SVM-VW
SVM-Audi

Adapt key
EVA

GeKo
GeKo-VW
GeKo-Audi

Applications and services
The Standard

Required hardware
To use network communication, the VAS diagnosis systems require a network card and a network connection in the workshop. The VAS 5051B, VAS 5052 and VAS 5053 systems have an internal network card. An Ethernet PCMCIA can be added to the VAS 5051. An IP address is also required for each diagnosis system (see page 89).

Data transfer
The data transfer occurs via the CPN partner network.

- Radio code and immobilizer code query no longer via dealership online access
- Vehicle keys are supplied pre-coded
- Online connection may not be interrupted during any GeKo adjustments and coding
Online Connection

**Accessories for connection to a network**

**VAS 5051 network connection**
The VAS 5051 also requires an Ethernet PCMCIA card for network communication.

**VAS 5015/45 Ethernet**
The Ethernet PCMCIA card allows communication with other computer systems via an online connection.

**Required software**
The necessary software components are supplied with the update CDs for the VAS 5051.

**VAS 5052, VAS 5051B and VAS 5053 network connection**
The diagnosis systems have an internal network card and therefore required a network cable to network communication.

Further information on the installation of network, the network and on the versions of the basic and brand CDs for the diagnosis systems are available in ServiceNet®.
**Diagnosis wireless adapter 5054**

In future, to meet the increasing demands for convenience, the data transfer between the vehicle and the diagnosis systems will also be possible via a wireless connection in addition to the diagnosis lead.

A wireless adapter that can be used as an intermediate storage medium is connected to the diagnosis socket.

---

**Data Transfer**

- Workshop network
- Access point
- Dealership server
- Diagnosis vehicle
- Wireless adapter
- Bluetooth encrypted
- Wireless LAN
Telediagnosis

Diagnosis with Support

General description
To support diagnosis on the vehicle, the VAS diagnosis systems can be operated from a central point (e.g. experts at the TSC, at the importer, in the factory) via an online connection.

The expert can see the data read from the vehicle on his screen and can support the mechanic. The mechanic and the expert communicate by telephone.

Software requirements for workshop
All VAS 5051s with the basic CD version 2.10 and all VAS 5052s with the basic CD V06.00.00 and higher have the telediagnosis function.
VAS 5015/45 Ethernet telediagnosis

When used in a workshop or dealership network, the Ethernet PCMCIA card is required.

Contents:
- EMC plate with cable holder
- PCMCIA Ethernet card with connection lead
- Trim
- 10 m connection lead
- Protective cap
- Installation instructions

The "Telediagnosis" function can only be used with the VAS 5051 diagnosis systems in a workshop or dealership network with the original VAS 5051/45 package for technical and licensing reasons.

The VAS 5051 as well as the VAS 5052 are networked within the workshop and can communicate with the expert’s workstation via an online connection. The administrator on site or at the sales centre assigns an IP address and subnet mask to the VAS 5051 and VAS 5052.
Telediagnosis

VAS 5015/38 ISDN telediagnosis
If the system is not used in a workshop or dealership network, an ISDN card is required for telediagnosis.

Contents:
- EMC plate with cable holder
- ISDN card with connection lead
- Trim
- 10 m connection lead
- Protective cap
- Installation instructions
- An ISDN connection on site

ISDN Connection

The “Telediagnosis” function can only be used with the ISDN card from the original VAS 5051/38 package for technical and licensing reasons.

The retail dealership concept prevents simultaneous use of an ISDN connection on systems that are connected to a workshop or dealership network.
In markets with standardised workshop networking, only the Ethernet card VAS 5051/45 may be used.
Function

Before a data connection to the TSC, importer or factory (expert workstation) can be set up with the VAS 5051 or the VAS 5052, you should make sure that the network card or the standard Ethernet connection in the diagnosis system is connected.

Entering the IP address

An IP address needs to be entered for systems that are connected via a workshop or dealership network.

It is entered by pressing the “Administration” button on the start screen and then selecting the “Enter IP Address” function.

The IP address is issued by the system administrator at the dealership in accordance with Volkswagen Group guidelines.

Activate Telediagnosis

The “Activate Telediagnosis” function is started from the “Administration” menu item in the VAS 5051 or VAS 5052.

The connection can then be set up from the expert’s workstation.

Once the connection between both stations has been set up, the workshop unit switches to “slave mode”. The expert’s workstation takes on the master function. Operation can occur on both units as agreed. The screens are identical on both stations. The mechanic and the expert communicate by telephone. The data connection is set up from the expert’s workstation.
Emissions Testing Station

VAS 6300 Emissions Testing Station

Emissions testing station control unit

The VAS 5052 vehicle diagnosis and service information system is used as an operating and display unit together with the 6300/2 software/hardware package. It controls the devices connected in concept 1 or 2 via an interface distributor and communicates with the vehicle control units.

Concept 1

In addition to the control unit, concept 1 uses the ignition tester V.A.G 1767, the exhaust tester V.A.G 1787 or 1788 and the diesel tester V.A.G 1743.

VAS 6300 Concept 1

VAS 6300 Emissions Testing Station

Emissions testing station control unit

The VAS 5052 vehicle diagnosis and service information system is used as an operating and display unit together with the 6300/2 software/hardware package. It controls the devices connected in concept 1 or 2 via an interface distributor and communicates with the vehicle control units.

Concept 1

In addition to the control unit, concept 1 uses the ignition tester V.A.G 1767, the exhaust tester V.A.G 1787 or 1788 and the diesel tester V.A.G 1743.
Concept 2

In addition to the control unit, concept 2 comprises the exhaust testing equipment VAS 6300/3, a state-of-the-art testing instrument that can be used across the world.

You will find further information on the CD VAS 6300 Multimedia Training supplied with the emission testing station. This CD also contains the emissions testing software required for the VAS 5052.
### Glossary

**A**  
**API**  
Current product information  
Information on problems, new features (videos etc.)

**APOS**  
Labour position activities, time units

**ASANET**  
Data exchange protocol  
Defined protocol for transfer of information to a wide range of workshop equipment that link the asanetwork

**ASC**  
Audi Service Circle

**AU**  
German emissions test

**AVUS**  
Automatic Vaudis Update System

**B**  
**DC**  
Dealership Concept  
The equipment, structure, hardware and software which the dealership can install

**Bluetooth**  
Wireless data transfer

**C**  
**CAN**  
Controller Area Network  
Network for control unit communication in the vehicle

**CICSA**  
Mainframe carrier system  
Black screen, green font, PESOS runs on this, for example.

**CPIS**  
Central Partner  
Hardware and software inventory of all partners,

**Information System**  
automatic reporting to central system about which components are installed. (Drops/Vaudis/Elsa/ServiceNet®)

**CPN**  
Central Partner Network  
Closed network segment, which all Volkswagen and Audi partners can access
<table>
<thead>
<tr>
<th><strong>D</strong></th>
<th><strong>DBC</strong></th>
<th>Data Broadcast</th>
<th>Data transfer via satellite</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>DISS</strong></td>
<td>Direct Information System</td>
<td>Special info tool in Elsa Win from 3.0, can be called up from Service SAGA2. Problems that cannot be solved are coded according to query schemes (which car, which symptom) and sent to the manufacturer.</td>
<td></td>
</tr>
<tr>
<td><strong>DMS</strong></td>
<td>Dealer Management System</td>
<td>In Germany mainly VAUDIS DOSYS translation of dealer online access for importers</td>
<td></td>
</tr>
<tr>
<td><strong>DMS-BB</strong></td>
<td>Dealer Management System Backbone</td>
<td>Standardised interface for order, customer and vehicle data to the DMS</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>E</strong></th>
<th><strong>EA</strong></th>
<th>Expert Advisor</th>
<th>Support system for IS-Handel</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>ELFI</strong></td>
<td>Electronic vehicle identification</td>
<td>Chassis number is sent, equipment is returned (100% coverage for vehicles from Golf V), integrated in ELSA</td>
<td></td>
</tr>
<tr>
<td><strong>ELSA</strong></td>
<td>Electronic service information system</td>
<td>Electronic repair guide</td>
<td></td>
</tr>
<tr>
<td><strong>ELSA WIN</strong></td>
<td>Electronic service information system</td>
<td>Electronic repair guide ELSA on Windows basis</td>
<td></td>
</tr>
<tr>
<td><strong>ELWIS</strong></td>
<td>Electronic workshop information system</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>ERWIN</strong></td>
<td>Electronic repair and workshop information</td>
<td>ELSA for non-VW-Audi dealerships and interested private persons</td>
<td></td>
</tr>
<tr>
<td><strong>ESIS</strong></td>
<td>Electronic Service Information System</td>
<td>ELSA-equivalent on North American market</td>
<td></td>
</tr>
<tr>
<td><strong>ETKA</strong></td>
<td>Electronic parts catalogue</td>
<td>Follow-up to microfilm</td>
<td></td>
</tr>
<tr>
<td><strong>EVA</strong></td>
<td>Electronic sales assistant</td>
<td>multimedia vehicle configuration, Cash sale calculation, leasing, financing</td>
<td></td>
</tr>
</tbody>
</table>
## Glossary

### F

<table>
<thead>
<tr>
<th>FAZIT</th>
<th>Vehicle information and central identification tool</th>
<th>Database, in which all theft-related data for the immobilizer and component protection is stored.</th>
</tr>
</thead>
<tbody>
<tr>
<td>FISH</td>
<td>Individual vehicle service notes</td>
<td>Related to vehicle identification. Integrated in ELSA</td>
</tr>
<tr>
<td>FISS</td>
<td>Field information high-speed system</td>
<td>Customer complaints, workshop discoveries</td>
</tr>
</tbody>
</table>

### G

<table>
<thead>
<tr>
<th>GW</th>
<th>Guarantee</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>GeKo</td>
<td>Secret and component protection</td>
<td>System for adapting the immobilizer, querying the radio code and enabling the component protection with the VAS testers. The user requires system authorisation.</td>
</tr>
</tbody>
</table>

### H

<table>
<thead>
<tr>
<th>HC</th>
<th>Hotline Channel</th>
<th>Knowledge database / problem solutions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Holz</td>
<td>Dealer online access</td>
<td></td>
</tr>
<tr>
<td>HOT server</td>
<td>Server at dealership (via satellite)</td>
<td>HOT = name of company that introduced this technology</td>
</tr>
<tr>
<td>HSO</td>
<td>Handbook Service Organisation</td>
<td>Process descriptions within a dealership</td>
</tr>
<tr>
<td>HST</td>
<td>Handbook Service Technology</td>
<td>Workshop literature of the dealership, see TPL</td>
</tr>
</tbody>
</table>

### K

| KD    | Customer service                                     |                                                                                 |

### L

| LIVAS | Literature administration and processing system      | Repair guides, text systems                                                     |
### M

| Module | Complex assembly that has a special function and is configured for a specific complete system. |

### P

<table>
<thead>
<tr>
<th>PS</th>
<th>Product Support</th>
</tr>
</thead>
<tbody>
<tr>
<td>PROFI</td>
<td>Product field information</td>
</tr>
<tr>
<td>RESERVE</td>
<td>Repair service results</td>
</tr>
<tr>
<td>RG</td>
<td>Repair guide</td>
</tr>
<tr>
<td>RSC</td>
<td>Regional Service Centre</td>
</tr>
<tr>
<td>RTA</td>
<td>Radio transponder code query</td>
</tr>
<tr>
<td>RVS</td>
<td>Computer network system</td>
</tr>
</tbody>
</table>

### R

<table>
<thead>
<tr>
<th>RESERVE</th>
<th>Repair service results</th>
</tr>
</thead>
<tbody>
<tr>
<td>RG</td>
<td>Repair guide</td>
</tr>
<tr>
<td>RSC</td>
<td>Regional Service Centre</td>
</tr>
<tr>
<td>RTA</td>
<td>Radio transponder code query</td>
</tr>
<tr>
<td>RVS</td>
<td>Computer network system</td>
</tr>
</tbody>
</table>

### S

<table>
<thead>
<tr>
<th>SAM</th>
<th>Service Auto-Mat</th>
</tr>
</thead>
<tbody>
<tr>
<td>SG</td>
<td>Control unit</td>
</tr>
<tr>
<td>SN(K)</td>
<td>Damage numbers (catalogue)</td>
</tr>
<tr>
<td>SSP</td>
<td>Self-Study Programme</td>
</tr>
<tr>
<td>SVM</td>
<td>Software Version Management</td>
</tr>
</tbody>
</table>
## Glossary

<table>
<thead>
<tr>
<th>T</th>
<th>Trade Care Centre</th>
<th>Manufacturer-supported market coordination</th>
</tr>
</thead>
<tbody>
<tr>
<td>TD</td>
<td>Telediagnosis</td>
<td></td>
</tr>
<tr>
<td>TPL</td>
<td>Technical problem solving</td>
<td>Problems known to manufacturer, their solutions and explanations for customers</td>
</tr>
<tr>
<td>TPL Archive</td>
<td>Technical problem solution archive</td>
<td></td>
</tr>
<tr>
<td>TSC</td>
<td>Technical Service Centre</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>V</th>
<th>Volkswagen/Audi Diskette System</th>
</tr>
</thead>
<tbody>
<tr>
<td>VAUDIS</td>
<td>Volkswagen/Audi Diskette System</td>
</tr>
<tr>
<td>VAWS</td>
<td>Volkswagen Audi Workshop System</td>
</tr>
<tr>
<td>VCS</td>
<td>VAG Computer Service Vesis</td>
</tr>
<tr>
<td>VK</td>
<td>Sales customer service</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>W</th>
<th>Immobilizer</th>
</tr>
</thead>
<tbody>
<tr>
<td>WFS</td>
<td>Immobilizer</td>
</tr>
<tr>
<td>WIV</td>
<td>Maintenance interval extension</td>
</tr>
<tr>
<td>WT</td>
<td>Maintenance tables</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Z</th>
<th>Assembly</th>
</tr>
</thead>
<tbody>
<tr>
<td>ZSB</td>
<td>Assembly</td>
</tr>
</tbody>
</table>
1. How can the VAS 5053 software be updated?

- a) On the network via the workshop server.
- b) Via the VAS 5051.
- c) Via the VAS 5051B.

2. What is the standard sort method for the faults immediately after query of the fault memory in “Self-diagnosis” mode?

- a) According to address words
- b) In the order that they were stored in the fault memory of the control unit.
- c) According to the kilometre reading

3. A DSO image can be displayed together with a data block after following which procedure?

- a) By entering the “Testing Instruments” mode and calling up the data block with the “Measured Value Self-Diagnosis” button.
- b) By entering the “Vehicle Self-Diagnosis” mode and then switching to the “DSO” function in the “Testing Instruments” mode.
- c) By entering the “Vehicle Self-Diagnosis” mode, “Read Data Block” function and then switching to the “Testing Instruments” mode and pressing the “Measured Value Self-Diagnosis” button.

4. What are the sort buttons in the “Fault Memory Content” mask of the “Guided Fault Finding” mask used for?

- a) The system test plans are listed in the order of the sort criterion.
- b) The sort option organises the faults in order of occurrence for the user.
- c) User-defined test plans are listed in the order of the selected sort method.
5. How can the sampling rate be set for a long-duration measurement?

- a) By adjusting the time/div. setting using the buttons.
- b) In trigger mode, the sampling frequency can be set in kHz steps.
- c) The sampling rate depends on the set recording time.

6. Does a control unit that is not recognised, but is installed have to be selected later in the vehicle system test?

- a) Yes, otherwise the system components in the function/component selection cannot be accessed.
- b) No, if the system was not recognised, it is also not present and any further work on this system is not necessary.
- c) Yes, as the accessibility of the system is the actual fault and further diagnostic steps are necessary.

7. In what context does the “Note” label appear?

- a) This is a particularly serious fault that must be solved with top priority.
- b) The label is an indication to the mechanic for further processing later on.
- c) The entry is stored in the fault memory, but has low priority and should not be seen as a fault of the reporting system.

8. What does the diagnosis protocol provide information on?

- a) About the number of installed systems without their sub-bus subscriber.
- b) It provides information on the processed system and user-defined test plans.
- c) About the total time required for all steps performed on the diagnostic tester.
This paper was manufactured from pulp that was bleached without the use of chlorine.