



Held in Goliad, Texas, the **Texas Mile** features a wide variety of supercars testing their hardware from a standing start across a full one mile track to determine top speed. Popularity of the bi-annual event has surged as competitors embrace a more extreme test for performance, durability, and nerve than traditional quarter mile drag races.

VAD Pro was a part of the Scirocco transformation every step of the way. A number of diagnostic procedures were performed using the VAD Pro-901 tool, including:

- Performing Basic Settings on the new DSG Transmission
- Coding and calibrating the Haldex controller as part of the 4-Motion conversion
- Calibrating an added module for Telematics
- Re-coding the suspension electronics module to accept the high performance KW Club Sport suspension, by removing electro-magnetic ride from the CAN network
- Coding the instrument cluster module from EU to US standards
- Re-coding the central electronics module for US exterior lighting standards
- Saving and clearing fault codes resulting from the assembly of the vehicle



On the Superflow dyno at the HPA facility, once assembly was completed, the VAD Pro showed its exceptional logging capability. Multiple measuring blocks and multiple values were logged at the same time, as the new VR6 twin-turbo engine was put through high speed simulations. Data logs were saved, and then sorted, graphed, and printed using the [VAD Print Module](#).

As the Scirocco rolled into the trailer for transport to Texas, it was clear that without a tool like VAD Pro, projects as advanced as the FT565 Scirocco are just not possible.

VAD Pro: Industry Leading Functionality

The VAD Pro has been performing OEM-level diagnostics at VW and Audi dealerships since its inception in 2006. As the newest CAN-Bus models roll off the assembly line, it is a constant process to keep up with changing diagnostic protocols and procedures for these cars. One of the ways VAD Pro has remained current and relevant in workshops is its ability to perform module coding and re-coding, even when encountering coding values up to 60 digits long in the newer modules.

A few examples of this coding ability came into play during the build of the HPA Scirocco. The VAD Pro excelled in every instance, including:

1. Adding a 4WD Electronics module (address 22) as part of a 4-Motion conversion. The VAD Pro was able to recode the Data Bus module (address 19) to reflect that a module for 4WD was present.

2. Adding a Telematics module (address 75) as part of a heads up display in the dash. Once again, the VAD Pro was able to recode the Data Bus Module (address 19) to reflect Telematics being present.

3. Disabling the Suspension Electronics module (address 14), as the magnetic-ride suspension was replaced with an aftermarket KW suspension. The Data Bus module (address 19) was re-coded to show the change.

4. Re-coding the Central Electronics module (address 09) to de-activate daytime running lights.



As adding/replacing modules and re-coding existing modules is a regular diagnostic requirement at dealerships, it is worth noting that such changes are not dependant on the factory tool, even in instances where long coding is required. VAD Pro owners gain access to long coding procedural guidance when registering for the [VAD Pro forums website](#).

For additional information on the features and functions of the VAD Pro-901, visit our website at www.vadpro.com.