Assembly instructions 1K0 054 630 B

Original parking distance control system, Volkswagen

Set contents:

- 1 x controller
- 1 x buzzer
- 4 x sensor
- 1 x fixing material
- 1 x power harness
- 1 x sensor harness

Set contents:

- 4 x covering rings
- 4 x protective rings
- 1 x assembly instructions
- 1 x operation manual

Special tools, test and measuring equipment, and ancillaries required:

- Flat-tip screwdriver
- Phillips screwdriver
- Side cutters
- Hand drill
- Set of twist drills
- Forstner bit ∅ 20, 26 and 40 mm
- Triangular file
- Spirit level
- Pencil
- Measuring and cutting tool
- marking awl
- Round file
- Tweezers
- Scissors
- Harness repair set -VAS 1978-

1 Procedure:

Note

- *The original parking distance control should be fitted by a competent workshop. Incorrect fitting may lead to damage to the vehicle or the parking distance control.*
- *The work to be performed described in these fitting instructions may change due to model servicing schedules. For example, changes to the wiring colours or even the fitting sites should not be discounted. For this reason, always consult the relevant up-to-date wiring diagram or the current vehicle repair manual.*

1.1 Paint sensors

Note

- *Do not clean the sensors prior to painting with a silicone remover, but use a mild alcohol, e.g. methylated spirit*
- *Leave the sensors for painting in the packaging supplied, this is provided as a painting device.*
- *Additional general information on the topic of painting:*

⇒ Self-study programme No. 214/215

Page 1, figure 1

The figure gives an example of the protective rings -1- already placed in the correct position on the sensors -4-.

– Place the protective rings -2- on the rubber membranes of the sensors -3-.
– Paint the sensors -3- and -4- evenly, and not too thickly, in the same colour as the car.
– Remove the protective rings -1- and -2- carefully directly after painting (while the paint is still wet) using tweezers and let the paint dry.

Page 2, figure 1

Note

The protective rings -1- and -2- must be placed on the sensors -3- and -4- before any painting is carried out.

– Repaint as necessary after drying (e.g. clear lacquer for twin coat painting).

Component fitting, Golf 2004 ➤, Page 48
Component fitting, Touran 2003 ➤/Cross Touran, Page 49
Component fitting, Golf plus 2005 ➤/Cross Golf Page 50
Component fitting, Jetta 2005 ➤, Page 52
Component fitting, Tiguan 2007 ➤, Page 53

1.2 Component fitting, Golf 2004 ➤

– Switch off all electrical equipment and the ignition, and remove the ignition key from the ignition.

Page 2, figure 2

– To simplify marking and protect the bumper covering, apply tape generously to the areas to be drilled as in the dimensioning instructions.
– Apply tape to the centre of the bumper covering.
– Mark the centre line of the vehicle on the adhesive tape, e.g. starting from the tailgate or the VW logo.
– Mark the drilling points carefully, according to the figure opposite, on the bumper covering.
– Remove the bumper covering.

⇒ Exterior bodywork tasks; Repair Group 63; bumper; rear bumper; removing and refitting the bumper covering

– Start the marked drilling points on the bumper covering and drill with a ∅ 2 mm drill.
– Drill the holes with a ∅ 20 mm Forstner bit.

To prevent rotating of the sensors, an upward-pointing notch -arrow- about 1 mm deep is needed in the boreholes.

– File an upward-pointing notch -arrow- with a small triangular file in all four boreholes.
– Remove the swarf from the holes for the sensors in the bumper covering.
– Take the parcel shelf, the rack and the boot mat out of the vehicle.

⇒ Interior bodywork fitting; Repair Group 70; door trims/steaming; loading area and boot trims

– Remove the tailgate trim and the side boot trims from the vehicle.

⇒ Interior bodywork fitting; Repair Group 70; door trims/steaming; loading area and boot trims

Page 3, figure 1

– Place the individual sensor from the sensor harness* leading from the inside of the bumper covering to the outside. At the same time, note the wire numbering; wire 1 must face forwards in the left hand hole drilled in the bumper covering, and the remaining wires 2...4 must be fitted consecutively.
– Degrease the site for fitting the cable tie retaining plates* -1- inside the bumper covering with a suitable cleaner, e.g. industrial alcohol.
– Bond the retaining plates -1- in position and secure the wiring to the retaining plates -1- using cable ties*.
– Make an extra hole for the sensor harness in the existing grommet -arrow-.
– Remove the grommet from the delivered sensor harness.

Page 3, figure 2

– Refit the bumper covering in the reverse order and pull the sensor harness through the additional hole in the grommet -arrow- into the passenger compartment. Seal this extra hole with a suitable sealant.
– Degrease the fitting site (right hand side of the boot) for the control unit -1- for the parking distance control system using a suitable cleaning agent, e.g. industrial alcohol.
– Fit the control unit* -1- in the boot using the double-sided adhesive tape provided.

Page 3, figure 3

Note

The connectors -1- are designed such that they can only be plugged into the sockets on the controller -3- in one position.

– Plug the sensor connectors -1- according to their numbering into the sockets "1" to "4" on the controller -3-, until they click into the fixed position.
– Plug the power harness connector -2- into the associated socket on the controller -3-, until it „clicks“ into the fixed position.
– Plug the buzzer connector -4- into the associated "BUZ" socket on the control unit -3-, until it „clicks“ into the fixed position.

Page 4, figure 1

Note

- *The following steps can only be completed after the paint on the sensors is completely dry.*
- *For reasons of clarity, the figure shows a dismantled sensor.*
- *The connector -3- is designed such that it can only be plugged into the socket -1- on the sensor -2- in one position.*
- *The nib -arrow- on the sensors -2- must engage in the notch filed into the bumper covering (see also Page 2, figure 2, -arrow-). The correct position is from the outside, using the markings in the outer ring of the sensors for recognition - these must be visible from above.*

– Push the connector -3- on to the sensor sockets* -2-.
– Push the coverings -4- over the sensors -2- and clip the sensors into the holes in the bumper covering.

Page 4, figure 2

– Degrease the fitting site (right hand side of the boot) for the buzzer unit -1- for the parking distance control system using a suitable cleaning agent, e.g. industrial alcohol.

*please refer to the set contents

– Fit the buzzer* -1- in the boot using the double-sided adhesive tape* provided.
– Connect the black wire from the harness to the vehicle earthing point -arrow-.

Page 4, figure 3

– Route the red wire in the power harness* from the control unit along the left hand side of the vehicle, starting from the tailgate.
– Secure the wire to the existing wiring using cable ties* -arrows-.

Page 4, figure 4

– Wind in approximately 50 mm of the vehicle into the rear left side section, as shown in the diagram.
– Disconnect the wire at the right rear light of the vehicle (black connector, terminal location 5).
– Clamp one end of the wire -1- in a duraseal connector* -2-.
– Clamp the free end of the wire -4- and the red wire -3- from the wiring together in the duraseal connector -2-.
– Heat-shrink the duraseal connector -2- to seal it, using the hot air blower from the harness repair set -VAS 1978-.
– Renew the harness protective tape.
– Set up the parking distance control system.

⇒ Setting up the parking distance control system - all vehicles, page 55

1.3 Component fitting, Touran 2003 ➤/Cross Touran

– Switch off all electrical equipment and the ignition, and remove the ignition key from the ignition.

Page 5, figure 1

– To simplify marking and protect the bumper covering, apply tape generously to the areas to be drilled as in the dimensioning instructions.
– Apply tape to the centre of the bumper covering.
– Mark the centre line of the vehicle on the adhesive tape, e.g. starting from the tailgate or the VW logo.
– Remove the bumper covering.

⇒ Exterior bodywork tasks; Repair Group 63; bumper; rear bumper; removing and refitting the bumper covering

– Mark the drilling points carefully, according to the figure opposite, on the bumper covering.
– Start the marked drilling points on the bumper covering and drill with a ∅ 2 mm drill.
– Drill the holes with a ∅ 20 mm Forstner bit.

To prevent rotating of the sensors, an upward-pointing notch -arrow- about 1 mm deep is needed in the boreholes.

– File an upward-pointing notch -arrow- with a small triangular file in all four boreholes.
– Remove the swarf from the holes for the sensors in the bumper covering.
– Take the parcel shelf, the rack and the boot mat out of the vehicle.

⇒ Interior bodywork fitting; Repair Group 70; door trims/steaming; loading area and boot trims

– Remove the tailgate trim and the left hand side boot trim from the vehicle.

⇒ Interior bodywork fitting; Repair Group 70; door trims/steaming; loading area and boot trims

Page 5, figure 2

– Place the individual sensor harness from the sensor harness* leading from the inside of the bumper covering to the outside. At the same time, note the wire numbering; wire 1 must face forwards in the right hand hole drilled in the bumper covering, and the remaining wires 2...4 must be fitted consecutively.
– Degrease the site for fitting the cable tie retaining plates* -1- inside the bumper covering with a suitable cleaner, e.g. industrial alcohol.
– Bond the retaining plates -1- in position and secure the wiring to the retaining plates -1- using cable ties*.
– Remove the original grommet -arrow-.

Note

Vehicles with a tow hook are already fitted with a grommet instead of the stop -arrow-; in this case, do not use the grommet delivered with the sensor harness. Make an extra hole in the existing grommet and pull the sensor harness through this into the interior of the car. Seal the extra hole in the grommet with a suitable sealant.

– Refit the bumper covering following the same sequence in reverse, at the same time pulling the harness through the opening inside the car -arrow-.

Page 6, figure 1

– Close the opening inside the car with the grommet -arrow- from the harness.
– Degrease the fitting site (left hand side of the boot) for the control unit -1- for the parking distance control system using a suitable cleaning agent, e.g. industrial alcohol.
– Fit the control unit* -1- in the boot using the double-sided adhesive tape provided.

*please refer to the set contents

Page 6, figure 2

Note

The connectors -1- are designed such that they can only be plugged into the sockets on the controller -3- in one position.

– Plug the sensor connectors -1- according to their numbering into the sockets "1" to "4" on the controller -3-, until they click into the fixed position.
– Plug the power harness connector -2- into the associated socket on the controller -3-, until it „clicks“ into the fixed position.
– Plug the buzzer connector -4- into the associated "BUZ" socket on the control unit -3-, until it „clicks“ into the fixed position.

Page 6, figure 3

Note

◆ *The following steps can only be completed after the paint on the sensors is completely dry.*
◆ *For reasons of clarity, the figure shows a dismantled sensor.*
◆ *The connector -3- is designed such that it can only be plugged into the socket -1- on the sensor -2- in one position.*
◆ *The nib -arrow- on the sensors -2- must engage in the notch filed into the bumper covering (see also Page 5, figure 1, -arrow-). The correct position is from the outside, using the markings in the outer ring of the sensors for recognition - these must be visible from above.*

– Push the connector -3- on to the sensor sockets* -2-.
– Push the coverings -4- over the sensors -2- and clip the sensors into the holes in the bumper covering.

Page 7, figure 1

– Degrease the fitting site (left hand side of the boot) for the buzzer unit -1- for the parking distance control system using a suitable cleaning agent, e.g. industrial alcohol.
– Fit the buzzer* -1- in the boot using the double-sided adhesive tape* provided.

Page 7, figure 2

– Connect the black wire -1- from the harness to the vehicle earthing point -arrow-.
– Wind in approx. 50 mm of the vehicle harness, as shown in the diagram.
– Disconnect the wire at the left rear light of the vehicle (connector, terminal location 2).
– Clamp one end of the wire -1- in a duraseal connector* -2-.
– Clamp the free end of the wire -4- and the red wire -3- from the wiring together in the duraseal connector -2-.
– Heat-shrink the duraseal connector -2- to seal it, using the hot air blower from the harness repair set -VAS 1978-.
– Renew the harness protective tape.
– Set up the parking distance control system.

⇒ Setting up the parking distance control system - all vehicles, page 55

1.4 Component fitting, Golf plus 2005 ➤/Cross Golf

– Switch off all electrical equipment and the ignition, and remove the ignition key from the ignition.

Page 7, figure 3

Note

The sensor assembly holes -arrows- are drilled to line up with the machined marks on the inside of the bumper cover.

Page 7, figure 4

– Tape the areas to be drilled as in the dimensioning instructions generously with masking tape, so as to protect the bumper cover.
– Remove the bumper covering.

⇒ Exterior bodywork tasks; Repair Group 63; bumper; rear bumper; removing and refitting the bumper covering

Page 8, figure 1

– Start the marked drilling points -arrows- on the inside of the bumper covering and use a ∅ 2 mm drill-.
– Drill the holes from the outside with a ∅ 20 mm Forstner bit.

To prevent rotating of the sensors, an upward-pointing notch -arrow- about 1 mm deep is needed in the boreholes.

– File an upward-pointing notch -arrow- with a small triangular file in all four boreholes.
– Remove the swarf from the holes for the sensors in the bumper covering.
– Take the parcel shelf, the rack and the boot mat out of the vehicle.

⇒ Interior bodywork fitting; Repair Group 70; door trims/padding; loading area and boot trims

– Remove the tailgate trim and the side boot trims from the vehicle.

⇒ Interior bodywork fitting; Repair Group 70; door trims/padding; loading area and boot trims

*please refer to the set contents

Page 8, figure 2

– Place the individual sensor wires from the sensor harness* leading from the inside of the bumper covering to the outside. At the same time, note the wire numbering; wire 1 must face forwards in the left hand hole drilled in the bumper covering, and the remaining wires 2...4 must be fitted consecutively.
– Degrease the site for fitting the cable tie retaining plates* -1- inside the bumper covering with a suitable cleaner, e.g. industrial alcohol.
– Tape the cable connection socket -1- and secure the harness with the cable ties*.
– Remove the original grommet -arrow-.
– Refit the bumper covering following the same sequence in reverse, at the same time pulling the harness through the opening inside the car -arrow-.

Page 8, figure 3

Note

◆ *The following steps can only be completed after the paint on the sensors is completely dry.*
◆ *For reasons of clarity, the figure shows a dismantled sensor.*
◆ *The connector -3- is designed such that it can only be plugged into the socket -1- on the sensor -2- in one position.*
◆ *The nib -arrow- on the sensors -2- must engage when it is clipped into the notches in the bumper covering. The correct position can be seen from the outside, using the markings in the outer ring of the sensors - these must point upwards.*

– Push the connector -3- on to the sensor sockets* -2-.
– Push the coverings -4-over the sensors -2- and clip the sensors into the holes in the bumper covering.

Page 9, figure 1

– Close the opening inside the car with the grommet -arrow- from the harness.
– Degrease the fitting site (right hand side of the boot) for the buzzer* -1- and the control unit* -2- for the parking distance control system using a suitable cleaning agent, e.g. industrial alcohol.
– Fit the buzzer* -1- and the control unit -2- in the boot with the double-sided adhesive tape*.
– Secure the control unit -2- with a cable tie* through the existing drilled holes, as shown in the figure.
– Connect the black wire from the power harness* to the vehicle earthing point -3-.

Page 9, figure 2

Note

The connectors -1- are designed such that they can only be plugged into the sockets on the controller -3- in one position.

– Plug the sensor connectors -1- according to their numbering into the sockets "1" to "4" on the controller -3-, until they click into the fixed position.
– Plug the power harness connector -2- into the associated socket on the controller -3-, until it „clicks“ into the fixed position.
– Plug the buzzer connector -4- into the associated "BUZ" socket on the control unit -3-, until it „clicks“ into the fixed position.

Page 9, figure 3

– Route the red wire in the power harness from the control unit along the left hand side of the vehicle, starting from the tailgate.
– Secure the wire with cable tie retaining plates* -arrows- to the tailgate.

Page 9, figure 4

– Unwind approximately 50 mm of the vehicle harness protective tape in the rear left hand side.
– Disconnect the red/blue wire to the car's left rear light.
– Clamp one end of the blue/red wire -1- in a duraseal connector* -2-.
– Clamp the free end of the blue/red wire -4- and the red wire -3- from the wiring together in the duraseal connector -2-.
– Heat-shrink the duraseal connector -2- to seal it, using the hot air blower from the VAS 1978 harness repair set.
– Renew the harness protective tape.
– Secure the wire with cable ties* -arrows- to the car.
– Set up the parking distance control system.

⇒ Setting up the parking distance control system - all vehicles, page 55

*please refer to the set contents

1.5 Component fitting, Jetta 2005 ➤

– Switch off all electrical equipment and the ignition, and remove the ignition key from the ignition.

Page 10, figure 1

– To simplify marking and protect the bumper covering, apply tape generously to the areas to be drilled as in the dimensioning instructions.
– Apply tape to the centre of the bumper covering.
– Mark the centre line of the vehicle on the adhesive tape, e.g. starting from the tailgate or the VW logo.
– Mark the drilling points carefully, according to the figure opposite, on the bumper covering.
– Remove the bumper covering.

⇒ Exterior bodywork tasks; Repair Group 63; bumper; rear bumper; removing and refitting the bumper covering

– Mark the drilling points on the bumper covering and drill with a ∅ 2 mm drill.
– Drill the holes with a ∅ 20 mm Forstner bit.

To prevent rotating of the sensors, an upward-pointing notch -arrow- about 1 mm deep is needed in the boreholes.

– File an upward-pointing notch -arrow- with a small triangular file in all four boreholes.
– Remove the swarf from the holes for the sensors in the bumper covering.
– Remove the boot mat from the vehicle.

⇒ Interior bodywork fitting; Repair Group 70; door trims/padding; loading area and boot trims

– Remove the tailgate trim and the side boot trims from the vehicle.

⇒ Interior bodywork fitting; Repair Group 70; door trims/padding; loading area and boot trims

Page 10, figure 2

– Place the individual sensor wires from the sensor harness* leading from the inside of the bumper covering to the outside. At the same time, note the wire numbering; wire 1 must face forwards in the left hand hole drilled in the bumper covering, and the remaining wires 2...4 must be fitted consecutively.
– Degrease the site for fitting the cable tie retaining plates* -1- inside the bumper covering with a suitable cleaner, e.g. industrial alcohol.
– Tape the cable connection socket -1- and secure the harness with the cable ties*.
– Remove the original grommet -arrow-.
– Refit the bumper covering following the same sequence in reverse, at the same time pulling the harness through the opening inside the car -arrow-.

Page 11, figure 1

Note

- *The following steps can only be completed after the paint on the sensors is completely dry.*
- *For reasons of clarity, the figure shows a dismantled sensor.*
- *The connector -3- is designed such that it can only be plugged into the socket -1- on the sensor -2- in one position.*
- *The nib -arrow- on the sensors -2- must engage when it is clipped into the notches in the bumper covering. The correct position can be seen from the outside, using the markings in the outer ring of the sensors - these must point upwards.*

– Push the connector -3- on to the sensor sockets* -2-.
– Push the coverings -4-over the sensors -2- and clip the sensors into the holes in the bumper covering.

Page 11, figure 2

– Close the opening inside the car with the grommet -arrow- from the harness.
– Degrease the fitting site (right hand side of the boot) for the control unit* -1- for the parking distance control system using a suitable cleaning agent, e.g. industrial alcohol.
– Fit the control unit -1- in the boot using the double-sided adhesive tape* provided.
– Secure the control unit -1- with a cable tie* through the existing drilled holes, as shown in the figure.

Page 11, figure 3

– Degrease the fitting site (under the hat shelf) for the buzzer -arrow- for the parking distance control system using a suitable cleaning agent, e.g. industrial alcohol.
– Fit the buzzer* -arrow- in the boot using the double-sided adhesive tape* provided.
– Connect the buzzer wire -arrow- to the control unit for the parking distance control.
– Secure the buzzer wire with cable ties*.

Page 12, figure 1

Note

The connectors -1- are designed such that they can only be plugged into the sockets on the controller -3- in one position.

*please refer to the set contents

– Plug the sensor connectors -1- according to their numbering into the sockets "1" to "4" on the controller -3-, until they click into the fixed position.
– Plug the power harness connector -2- into the associated socket on the controller -3-, until it „clicks“ into the fixed position.
– Plug the buzzer connector -4- into the associated "BUZ" socket on the control unit -3-, until it „clicks“ into the fixed position.

Page 12, figure 2
– Connect the black wire from the harness to the vehicle earthing point -arrow-.

Page 12, figure 3
– Route the red wire in the power harness from the control unit along the left hand side of the vehicle, starting from the tailgate.
– Secure the wire with cable tie retaining plates* -arrows- to the tailgate.

Page 13, figure 1
– Unwind approximately 50 mm of the vehicle harness protective tape in the rear left hand side.
– Disconnect the wire at the left rear light of the vehicle (beige connector, terminal location 5).
– Clamp one end of the wire -1- in a duraseal connector* -2-.
– Clamp the free end of the wire -4- and the red wire -3- from the harness together in the duraseal connector -2-.
– Heat-shrink the duraseal connector -2- to seal it, using the hot air blower from the harness repair set -VAS 1978-.
– Renew the harness protective tape.
– Set up the parking distance control system.
⇒ Setting up the parking distance control system - all vehicles, page 55

1.6 Component fitting, Tiguan 2007 ➤

Page 13, Fig. 2
– Switch off all electrical equipment and the ignition, and remove the ignition key from the ignition.
– To simplify marking and protect the bumper covering, apply tape generously to the areas to be drilled as in the dimensioning instructions.
– Apply tape to the centre of the bumper covering -1-.
– Mark the centre line of the vehicle on the adhesive tape, e.g. starting from the tailgate or the VW logo.
– Mark the drilling points carefully, according to the figure opposite, on the bumper covering.
– Remove the rear bumper covering -1-.
⇒ Exterior bodywork tasks; Repair Group 63; bumper; rear bumper; removing and refitting the bumper covering
– Center punch the drilling positions on the bumper covering and drill with a ∅ 2 mm bit.
– Use a 26 mm ∅ Forstner bit to drill the holes from the outside.
Upward-pointing notches -arrow- about 1 mm deep are needed in the holes to prevent the sensors rotating.
– File a perpendicular, upward-pointing notch -arrow- with a small triangular file in all four boreholes.
– Remove the swarf from the holes for the sensors in the bumper covering.

Page 14, Fig. 1
– Remove the boot mat or the variable load surface from the vehicle.
⇒ Interior bodywork fitting; Repair Group 70; door trims / padding; loading area and boot trims
– Remove the tailgate trim from the car.
⇒ Interior bodywork fitting; Repair Group 70; door trims / padding; loading area and boot trims
– Remove the right side luggage compartment trim.
⇒ Interior bodywork fitting; Repair Group 70; door trims / padding; loading area and boot trims
– Remove grommet -1- from sensor harness* -2-.

Page 14, Fig. 2
– Now fit the sensor harness* to bore-holes -1- to -4- in the bumper covering. Wire 1 must be allocated to the left-hand drilled hole in the forward direction and the other wires, 2 - 4, must then be sequentially allocated.
– Secure the wiring harness with cable ties* -arrows- to the existing wiring of the reversing light.

Page 14, Fig. 3

Note
- *The following steps can only be completed after the paint on the sensors or spacers is completely dry.*
- *The nib -arrow- on the spacers -1- must engage in the notch filed into the bumper covering (see also page 7, Fig. 3, -arrow-). The correct position is shown by the markings in the outer ring of the sensors after they have been on fitted. They must point upwards.*

*please refer to the set contents

– Clip the spacers* -1- for the sensors into the holes in the bumper covering.

Page 14, Fig. 4

Note

- *For reasons of clarity, the figure shows a dismantled sensor.*
- *The plug -3- is designed such that it can only be plugged into the socket -1- on the sensor -2- in one position.*
- *The nib -arrow- on the sensors -2- must engage with the spacers when clipped into the notches. The correct position can be seen from the outside, using the markings in the outer ring of the sensors - these must point upwards.*

– Push the plug -3- on to the sensor sockets* -2-.
– Push the covers -4- over the sensors -2-.
– Clip the sensors -2- into the spacers.

Page 15, Fig. 1

Note

The sensor harness is routed in parallel to the existing wiring harness -1- of the reversing light. The grommets -2- fitted in the vehicle will be used again.

– Remove the adhesive tape -arrow- from the existing wiring harness -1- of the reversing light.
– Widen the opening of the trip cap -2- using expanding / crimp grip pliers and route the sensor harness into the car luggage compartment through the grommet.
– Rewind the wiring harnesses and the grommet with adhesive tape so that they are again sealed.
– Refit the bumper covering following the same sequence in reverse, at the same time pulling the wiring harnesses through the opening in the interior of the car.

Note

The harness must not be pinched or caught when fitting the bumper covering.

Page 15, Fig. 2

Note

The plugs -1- are designed such that they can only be connected with the sockets on the controller -3- in one position.

– Plug the sensor connectors -1- according to their numbering into the corresponding sockets "1" to "4" on the controller* -3- , until they "click" into the fixed position.
– Plug the power harness connector -2- into the associated socket on the controller -3-, until it perceptibly engages.
– Plug the summer connector -4- into the associated "BUZ" socket on the controller -3-, until it perceptibly engages.

Page 15, fig. 3

– Degrease the fitting site (right hand side of the boot) for the summer unit -1- for the parking distance control system using a suitable cleaning agent, e.g. industrial alcohol.
– Fit the buzzer* -1- in the boot using the double-sided adhesive tape*.
– Degrease the fitting site (right hand side of the boot) for the control unit -3- for the parking distance control system using a suitable cleaning agent, e.g. industrial alcohol.
– Use double-sided adhesive tape* to mount the controller -3- inside the boot.
– Secure the control unit -3- with a long cable tie* fitted through the existing drilled holes, as shown in the figure.
– Route the power supply wiring harness from the control unit -3- to the car's earthing point -2-.
– Connect the black lead from the power supply wiring harness (as supplied) to the car earthing point -2-.

Page 16, fig. 1

– Unwind approximately 50 mm of the harness protective tape from the car’s right wiring harness (reversing light) to the connector.
– Cut through the car’s black/blue wire.
– Crimp one end of the wire -1- in a crimp connector *-2-.
– Crimp the free end of the wire -4- and the red wire -3- from the harness together in the crimp connector -2-.
– Heat-shrink the crimp connector -2- to seal it, using the hot air blower from the VAS 1978 wiring repair set.
– Replace the harness protective tape.
– Set up the parking distance control system.

⇒ Setting up the parking distance control system - all vehicles, page 55

*please refer to the set contents

1.7 Setting up the parking distance control, all vehicles

Page 16, figure 2

– To set up the parking distance control reverse the vehicle until it is 50 cm from a wall.

Note

◆ *When setting up vehicles with a removable towhook, this must be fitted.*

◆ *To avoid errors, do not use a metal wall (e.g. a garage door) and avoid shiny white walls.*

◆ *Do not enter the sensor detection area -A- during setup.*

– Switch off the engine.

– Switch on the engine and engage reverse gear.

The controller signals the start of the learning process with a double beep.

If there is no beep after engaging reverse gear, look for a fault.

⇒ 1.8 Setting up fault diagnosis

A single long tone must sound within 100 seconds - this tone denotes that the learning process has been completed successfully.

If the learning process is not confirmed as complete within 100 seconds, you must look for a fault.

⇒ 1.8 Setting up fault diagnosis

– After the successfully completed learning process is signalled audibly, and the ignition switched off, cut the blue wire from the power supply.

– Isolate the ends of the cut blue wire.

This ends the setting up process.

– Check the parking distance control functions against the enclosed operating instructions.

If all the parking distance control functions are in order, complete final fitting.

⇒ 1.9 Final fitting, all vehicles

Establish the parking distance control fault functions - carry out a fault diagnosis and then set up again.

⇒ 1.8 Setting up fault diagnosis

Note

The new setup can take place after the blue wire is reconnected.

1.8 Setting up fault diagnosis

Note

If the fault has been found and rectified, the parking distance controller must be set up again.

⇒ 1.7 Setting up the parking distance control

If there is no tone after switching on the ignition and engaging reverse gear, check the power supply and the connections to the controller.

Is there a 12V power supply to the connector when reverse gear is engaged?

⇒ Fault diagnosis as per the wiring diagram

Is the buzzer connector connected correctly?

Is the blue wire from the power harness disconnected? Reconnect the wire.

If a single long tone does not sound after the double beep (start of the learning process) within a max. of 100 seconds, check the sensor connections.

If a single long tone does not sound after the double beep (start of the learning process) within a max. of 100 seconds, but an intermittent beep is heard instead, then the obstacle behind the vehicle has not been detected.

⇒ Check the distance from the wall, correct as necessary, or align with another obstruction at a distance of 50 cm.

1.9 Final fitting, all vehicles

– Secure all the parking distance controller harness to existing wires or holders to avoid noises.

– Replace all trims in reverse order.

⇒ Interior bodywork fitting; Repair Group 70; door trims/steaming; loading area and boot trims