

# The **do-it-auto** ADS / OBD Diagnostic Interface for INPA /EDIABAS

Setting up to perform diagnostics on your BMW requires the choice of not only the right software, but also the correct interface to ensure that you are able to gain the maximum benefit from your equipment.

INPA/EDIABAS, BMW's own factory developed diagnostic interpreter program and diagnostic communications protocol offers the ability to perform comprehensive diagnostic procedures and is the heart of the revered DIS/GT1 diagnostic system previously used in BMW dealerships.

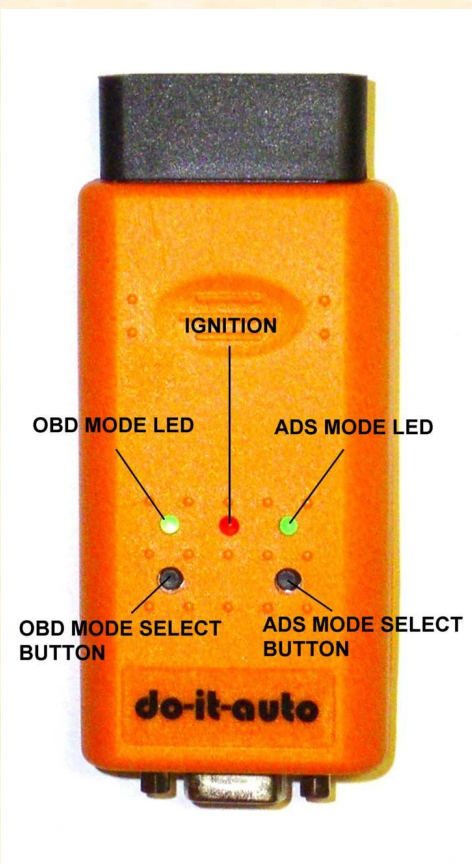
Having made the decision to set up INPA/EDIABAS either as a stand-alone diagnostic program, or in conjunction with DIS/GT1, the next step is to choose an appropriate interface to allow the diagnostic software to communicate with your car. Assuming that your car was manufactured some time between BMW's initial introduction of modular diagnostic systems in 1987 and the introduction of the D-CAN based system in 2007 (see model applicability list at the end of this article), it will be equipped with either a round 20 pin diagnostic port in the engine compartment, or a 16 pin OBD2 style port under the drivers-side of the dash.



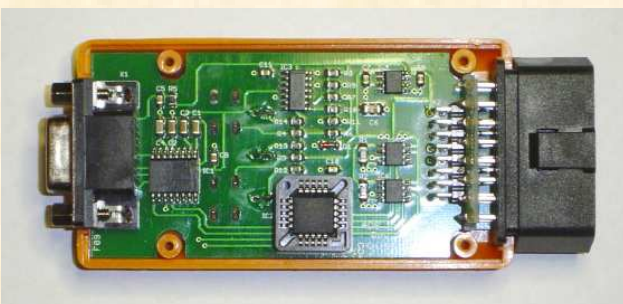
*The **do-it-auto** ADS / OBD interface is supplied complete with a serial cable to connect to your computer and a 16 pin to 20 pin adapter cable for connection to the round 20 pin diagnostic port used on older model BMW's*

Typically, cars up to about the 1998 model year, which are fitted with the 20 pin round diagnostic port under the hood, require the use of an ADS interface to access all control module information, whilst 1998—2007 models fitted only with the 16 pin port under the dash use an OBD interface. The do-it-auto interface is switchable between ADS and OBD modes, which maximises its usefulness by allowing it to be used on all models from 1987 to 2007.

One surprise is that the interface comes with no documentation whatsoever concerning setup and that the two mode selection buttons and LED status lamps are not marked for identification, although functions are readily identifiable in use.



***LED status indicators and mode selection buttons are not marked for identification, but are readily identifiable in use.***



***Internally, the standard of construction of the sample interface was good, with components well laid out and neat soldered connections throughout.***

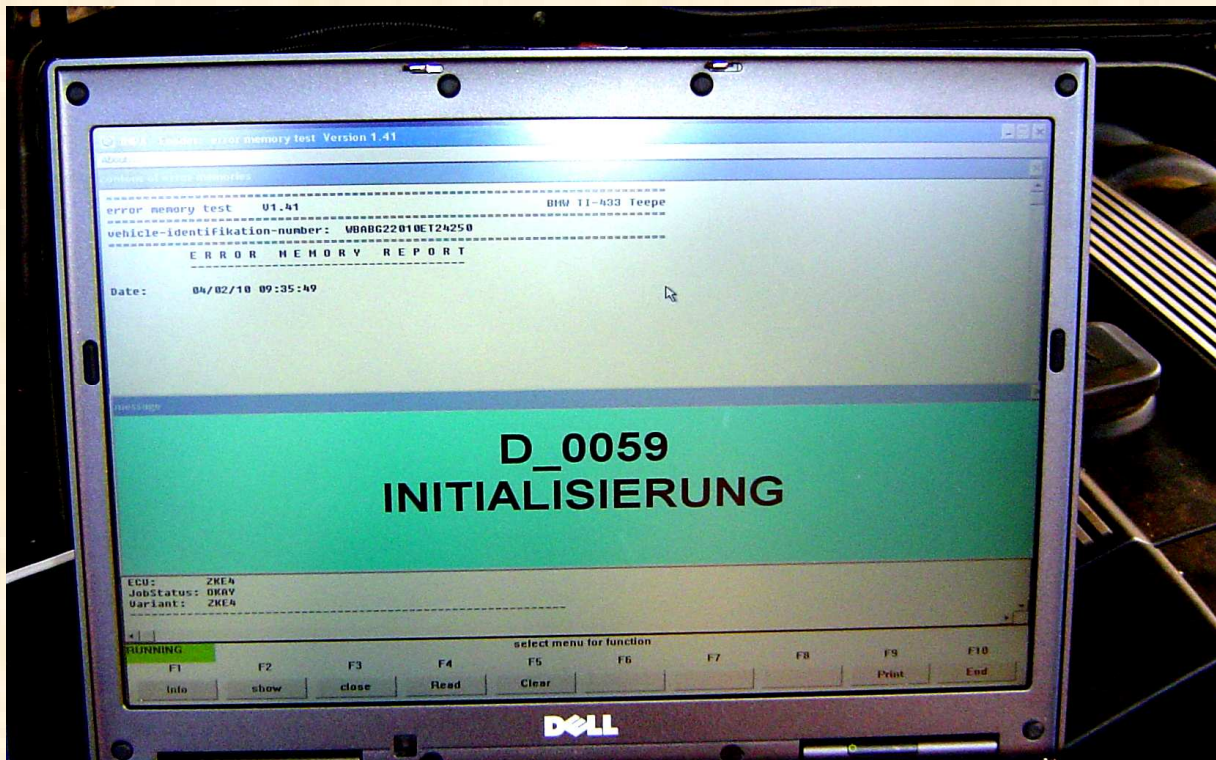
For the more technically minded user, at the heart of the do-it-auto ADS/OBD interface is the rugged Atmel ATF 16V8B Programmable logic control chip, which has a usable temperature range from  $-40$  to  $+85$  degrees Celsius, making it more than sufficient to cope with the most arduous workshop conditions.

Internally, the standard of construction of the sample interface was good, with components well laid out and neat soldered connections throughout.

I decided to put the little interface through its paces, testing firstly with INPA/EDIABAS and secondly with DIS v44 to verify whether it would allow auto-identification of the test car, a 1998 Euro-spec E36 328i Coupe.

### **INPA/EDIABAS**

When initially connected to a vehicle, the interface starts up in OBD mode, displaying the green "OBD mode" LED (a fact verified by non-activation of the ignition signal icon on the INPA home screen) . This was easily



*Used with INPA/EDIABAS in ADS mode I was able to access all modules and diagnostic functions with the **do-it-auto** interface*

rectified with a press of the “ADS mode” selection button on the interface, which immediately resulted in the on-screen ignition signal icon in INPA being activated and the ADS mode LED of the interface being illuminated.

Since INPA had previously been configured for use with an ADS interface, no changes were required to my EDIABAS configuration file (i.e. interface =ADS in EDIABAS.ini), and I was immediately able to access the full complement of diagnostic functions

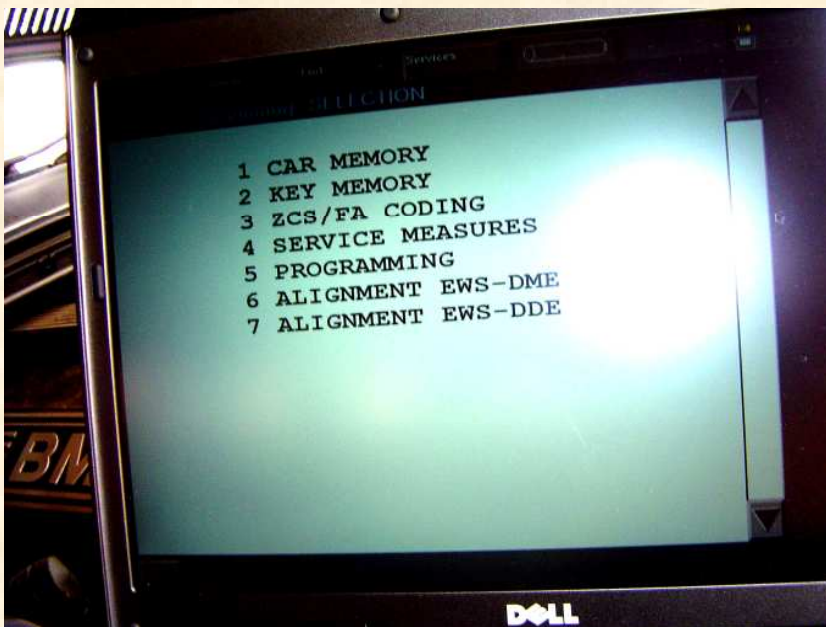
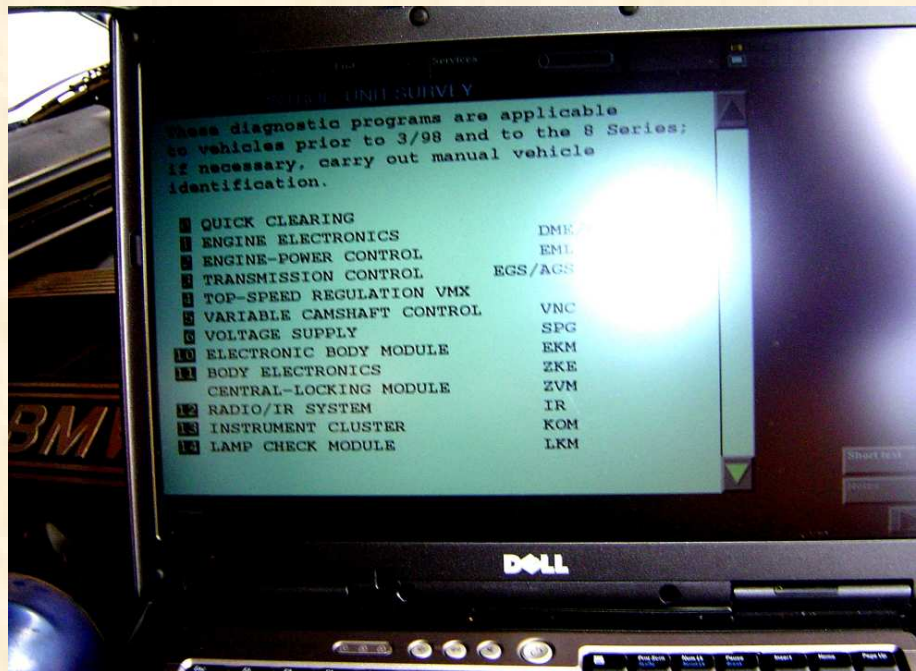
### **What about DIS?**

So far so good, but would the do-it-auto interface perform when used with DIS v44, would it auto-detect my car and would I be able to access coding and programming functions?

Not having used this interface with DIS before, I expected to have to fine-tune my EDIABAS configuration file settings to enable it to communicate with DIS, which like most independent users, I have running on a Vmware network.

No changes to the configuration file were required when using the interface in ADS mode however, with the interface gaining access to the full complement of diagnostic functionality, including automatic vehicle detection. Normal coding and programming functionality was also established with ease.

With EDIABAS.ini configured with the "interface=ADS" setting, the **do-it-auto** interface used in ADS mode was able to auto-detect and run system diagnostics in DIS v44



Coding and programming functions could also be accessed by using the **do-it-auto** interface in ADS mode with DIS v44.

### How does the **do-it-auto** ADS/OBD interface rate?

In my opinion, the do-it-auto ADS/OBD interface is a compact, versatile and easy to use interface, suitable for use on BMW cars manufactured between 1987 and 2007 which are fitted with ADS or CAN (not D-CAN) based diagnostic systems.

Based on component reliability test reports and the standard of construction of the reviewed interface, it should prove to be a robust and reliable unit which accordingly, is backed by a 2 year warranty.

List price is 119 Euros on the do-it-auto website, but the unit is currently

on special at the reduced price of 95 Euros plus shipping.

Inquiries regarding deals for quantity purchases are encouraged so club buyers take note.

If you already have appropriate diagnostic software and your vehicle is on the following list of compatible models, the purchase price of this interface would probably be offset by the cost savings of your first visit to the dealer for a diagnostic check .

**1 Series E87**

**3 Series E30 E36 E46 E90**

**5 Series E34 E39 E60 E61**

**6 Series E63 E64**

**7 Series E32 E38 E65 E66**

**8 Series E31 E52**

**Mini R50 R52 R53**

**X series E53 E83**

**Rolls Royce**

**Z series E85 E52**

The do-it-auto ADS/OBD interface is available for direct on-line purchase from <http://doitauto.de> in Germany.

David Mc

2 April 2010