Euro Rear Fog Activation

This will enable the rear fog light found in the LED Euro tail lights


Assumptions:

- LED tail lights are already installed

- You have a new trigger wire (VW Part 000 979 009)

Tools Required:

- VAG-COM and HEX+CAN cable

- Torx T20 driver

- Small hobby screwdriver or Eyeglass Screw Driver.

- Electrical tape or zip ties

-   A euro headlight switch appropriate for your car. Either just rear fog or front and rear fog. Also be sure to specify if you have auto on headlights.

Disconnect the battery first!
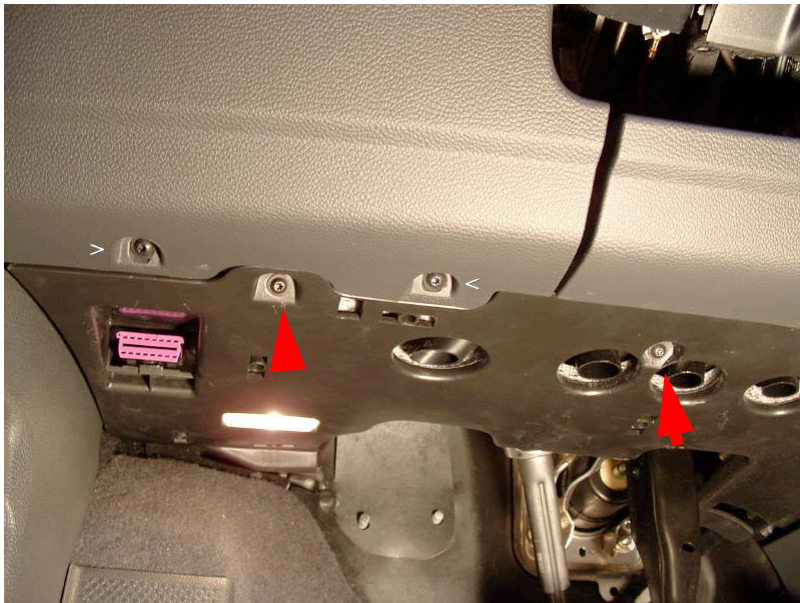
First remove the two torx screws from the under dash cover. **(red arrows)**

Pay attention to the connecting wires to the footwell light and the Can-Bus connector.

Lower the under dash cover to access the ECU.

Have your euro switch at the ready.

To remove your old switch place the selector in the off position, push in on the selector and rotate it clockwise. The entire switch should rotate and you can pull it out.

Disconnect the wiring harness from the back of the switch.

Trigger Wire
VW Part No.
000 979 009

Tab on side of connector

Get the trigger wire provided with the kit or one you picked up at the VW parts counter.

Take the connector that came out of the light switch and lo-cate the tab on the side of the connector. Push this up and you should be able to remove the connector from it's housing.

Place the trigger wire in the PIN 7 position. Re-insert the connector into the shell and connect it to the euroswitch.

Run the trigger wire along the switch harness into the under dash area. We recommend that you secure the wire to the harness using either electrical tape or zip ties to reduce the chances of rattling.

Re-install the switch by pushing it into the hole the old one came out of. It will snap into place.

Here is the ECU we're going to be dealing with. The three connectors we're concerned with are labeled B, C, and E in the above picture. The arrows are pointing at the master un-locking mechanism to release the locks on the connectors. Slide it towards the drivers side to unlock it and to the passenger side to lock it.

Note: tape has been cut away from the wiring harness to ease the move of the Grey/White wire from C12 to B4. When the project is complete the wire can be loosely zip tied or electrical taped to dress it up.

Each connector can be removed by compressing it's tab and pulling it out. The B and C connectors have a additional pink clip that keeps the wires in place. You can release them by inserting the small screwdriver into the groove on the side of the connector where the pink retaining clip is showing and gently pry it out.

Note: tab on the side of connector

Pull out the E connector. You will notice it has a shell similar to the one on the headlight switch harness. This is because this is the other end of the headlight switch harness.

You release the shell like you did on the other end of the harness. Gently lift up on the tab and release the connector from the shell.

Connect the trigger wire you installed on the headlight switch to E13. Reassemble connector E and re-connect it to the ECU.

Next we need to relocate the rear backup light lead to the rear fog position.
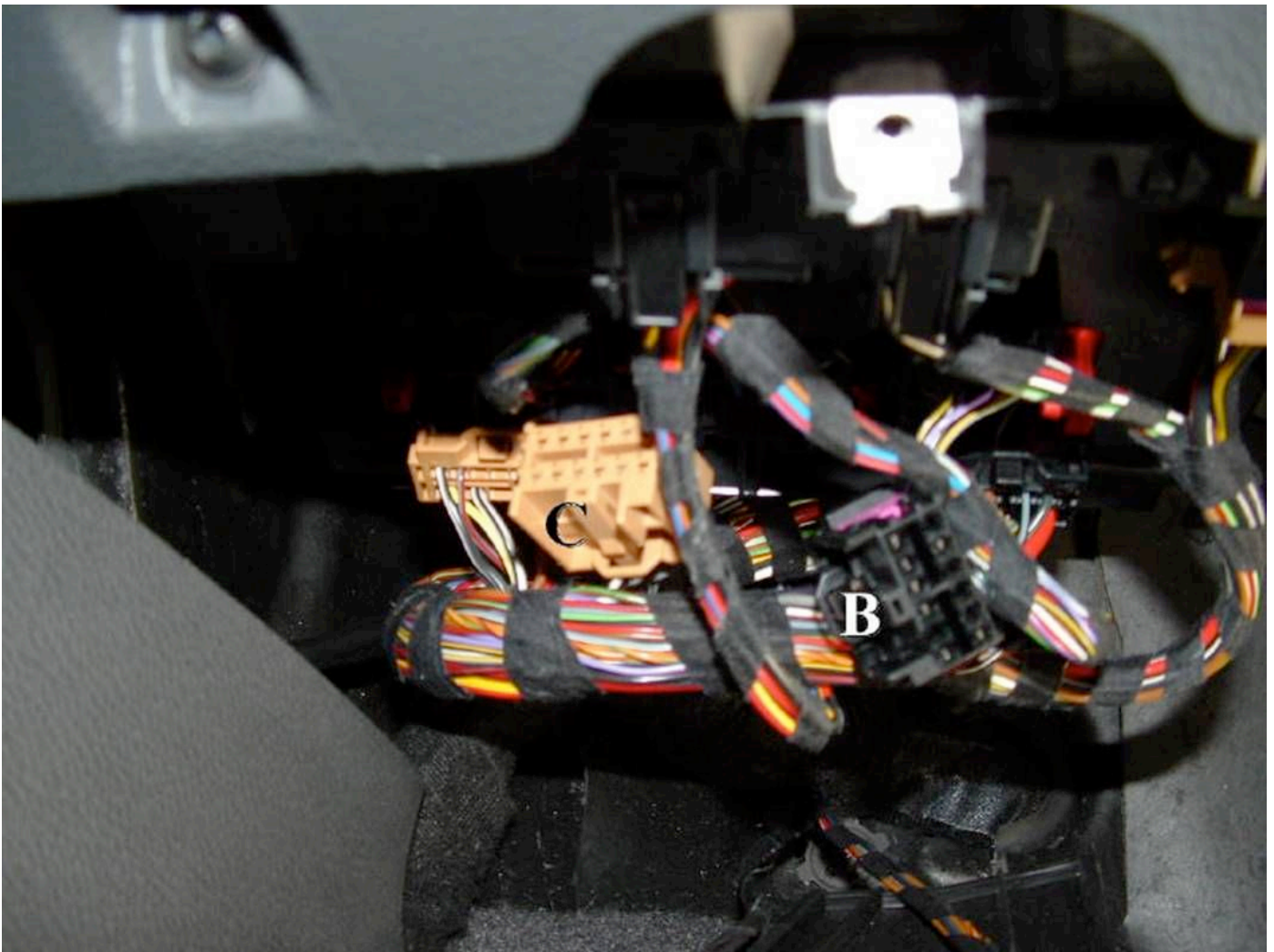
Disconnect connectors B and C from the ECU the same way you released connector E. Remove the pink retaining clips from both connectors using the small screwdriver to gently pry on the large side of it.

Locate the Grey/White wire*on connector C. It should be in the C12 position. Remove it by placing a u shaped rigid wire into the holes above and below the connector and pushing the connector out enough to pull it the rest of the way. Similar to the pictures below.

This is a straight pin, cut & bent:
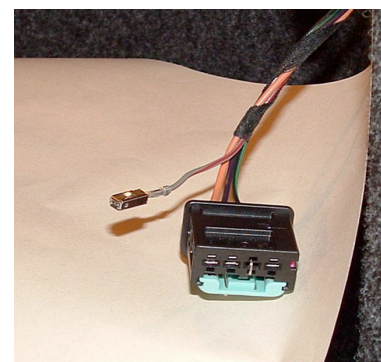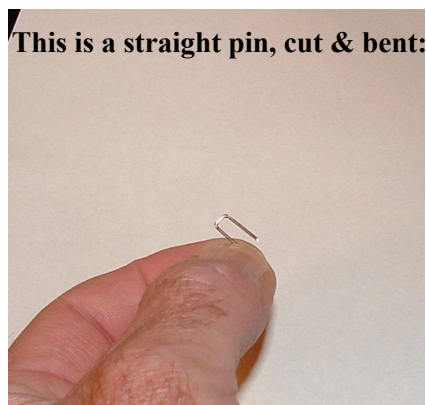
* 2009 Sportwagen may show Blue/Black wire in C12. This is the correct wire to swap.

(verified by andylyco on vwvortex - see image on last page)
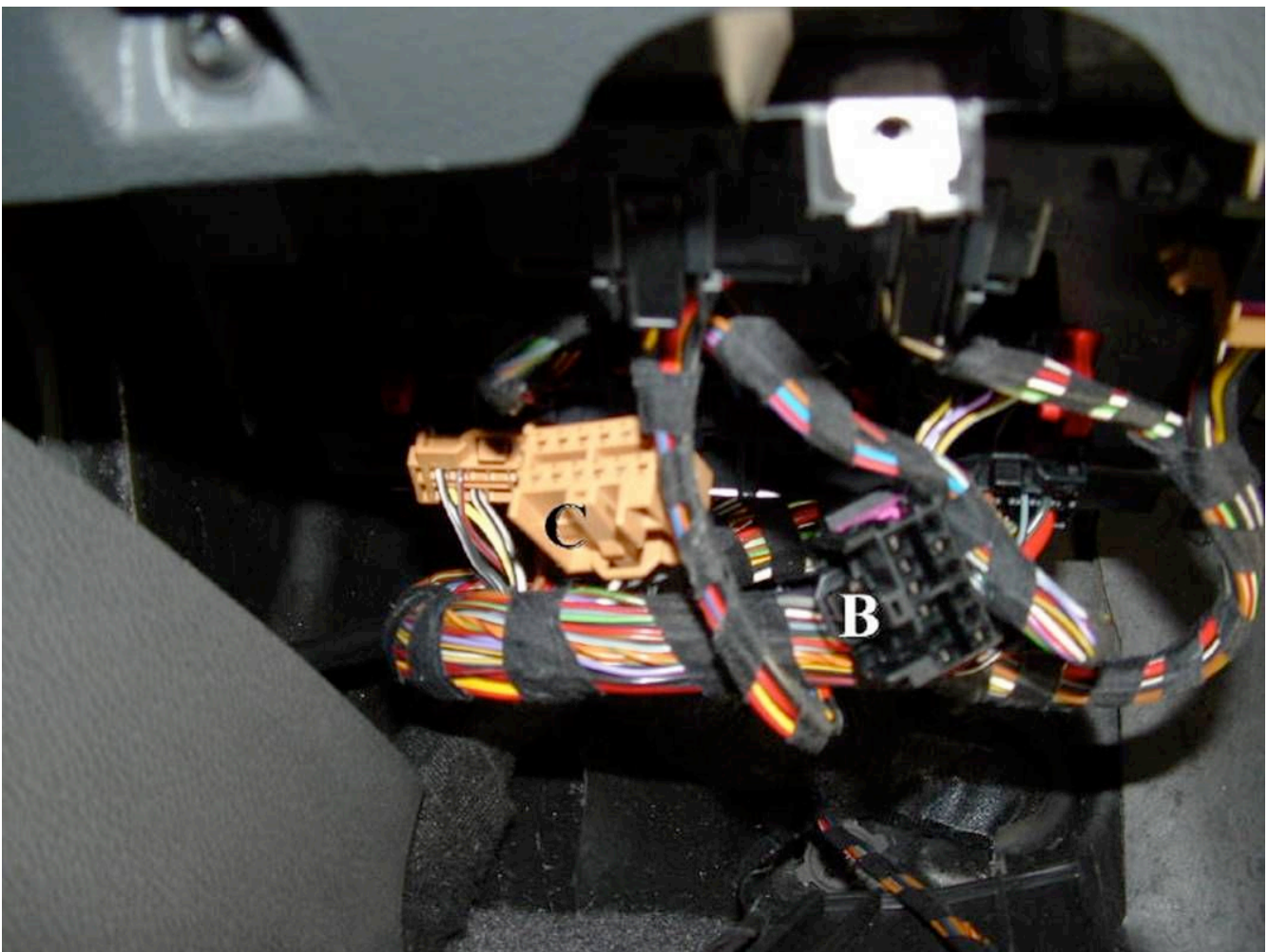
Now, insert the Grey/White wire you just removed into connector B in position B4. Remember to release the pink locking clip before trying to insert the wire.

Once the wire is inserted replace the pink retaining clip on both B and C connectors. If it does not go in easily check to make sure all wires are pushed all the way in.

Reconnect both connectors to the ECU.

Use zip ties or electrical tape to secure the Grey/White wire to the wiring harness.

Slide the Red master locking mechanism to the passenger side to lock all connectors into place. Verify by trying to remove one.

You can now reconnect the battery as we need to change some settings in the controller to enable the rear fog light with the VAG-COM software and a HEX+CAN cable.
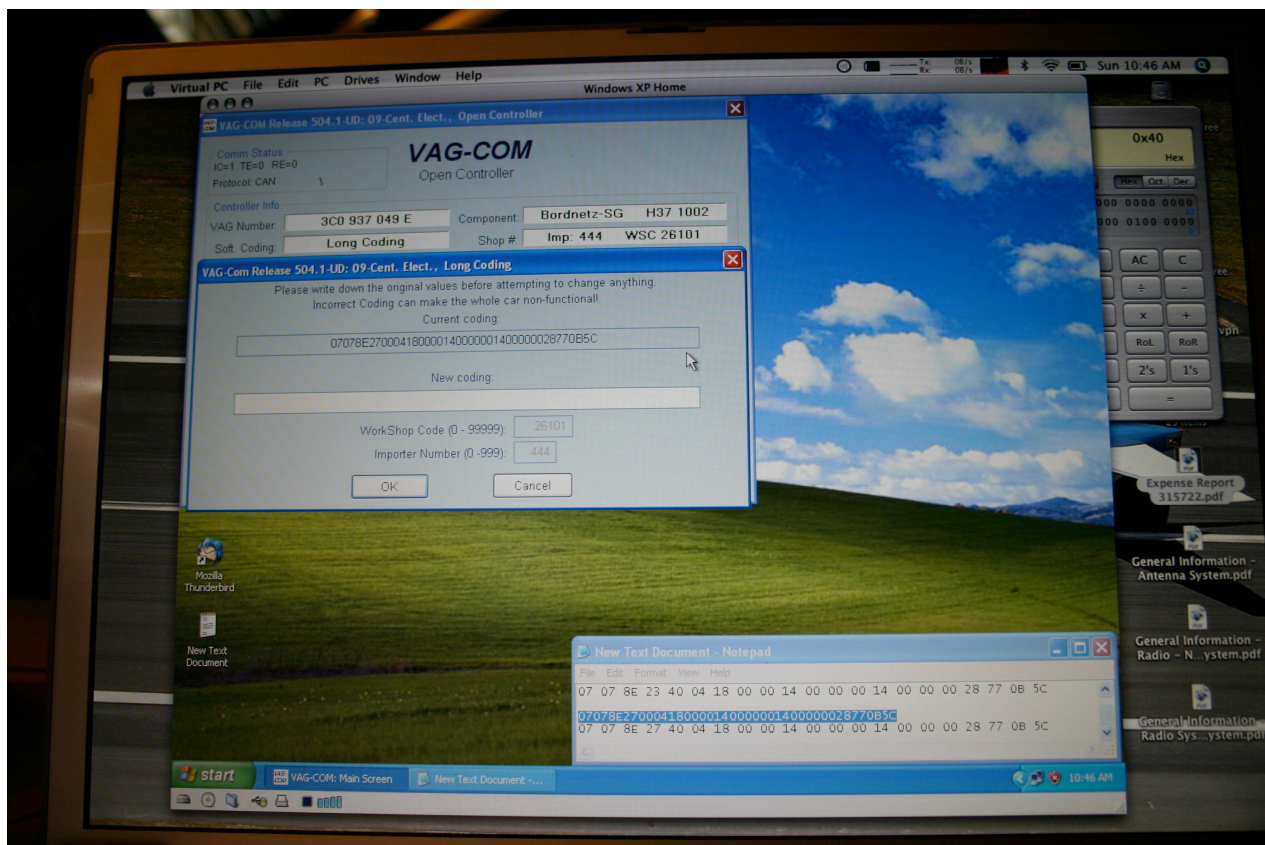
Using VAG-COM you will need to change the following settings in control module 9 (Central Electronics):

• Byte 3 Bit 1 needs to be set to 1

• Byte 3 Bit 2 needs to be set to 1

• Byte 4 Bit 6 needs to be set to 0

• Byte 18 Bit 3 needs to be set to 1

If you are unfamiliar with long coding and Bytes and Bit as well as binary and Hex you can read the tutorial here: http://en.openobd.org/faq.htm#longcoding

If you are still having trouble go to http://forums.vwvortex.com in the MKV Golf / Jetta forum and search for the DIY: Euro tail rear fog activation thread and post your current long coding for module 9 there and someone should be able to assist you.

If you do not have a VAG-COM use http://www.steve-hall.com/cgi-bin/VAG-Locator.pl to locate someone in your area who might be willing to help.

If you'd like to purchase one you can from http://www.ross-tech.com. You will need a HEX+CAN cable (USB or Serial does not matter) and a computer running a modern version of windows or a Mac running Virtual PC 7 and Windows XP Home. The VAG-COM software with only work with the Ross-Tech software.

Assuming you have coded correctly you are now ready to test the light. Turn the head-light switch to the parking light position and pull one or two indents depending on your euro switch. If you are successful you should see the rear fog indicator light on your instrument cluster on the tachometer near the 6500 RPM area.

You also should have a illuminated rear fog light!

Next, make sure the parking brake is set and depress the brake pedal (or clutch) and put the car into reverse. Go out to the car and check to see that the backup light has illuminated.

Now, turn off the rear fog and make sure that only the backup light is on.

If all those tests pass, go ahead and put the car back in park and turn off the ignition.

Disconnect your VAG-COM and HEX+CAN cable.

Replace the under-dash cover using the two torx screws and the T20 driver.

That's it! You're done!

Thanks go to the guys at TMTuning for supplying the tail lights and their assistance in getting them to work.

Thanks also goes out to the following members of vwvortex.com for getting them to work and furnishing these instructions and pictures:
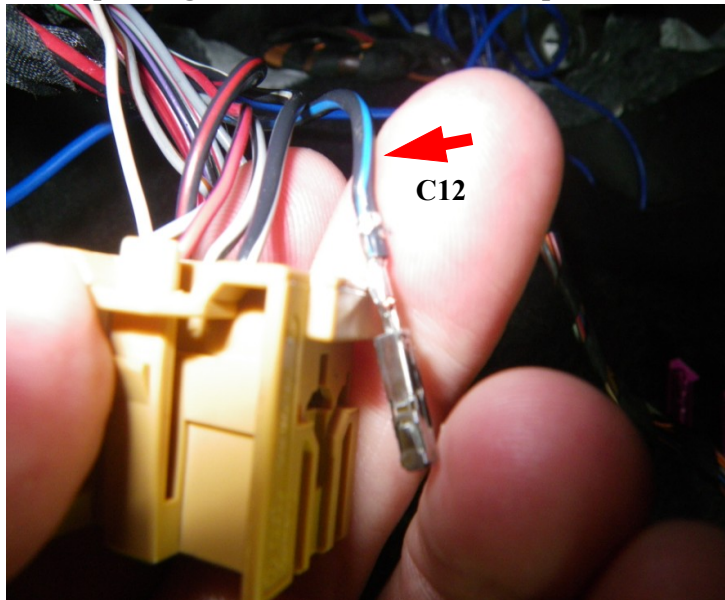
Thread

Tim Birney
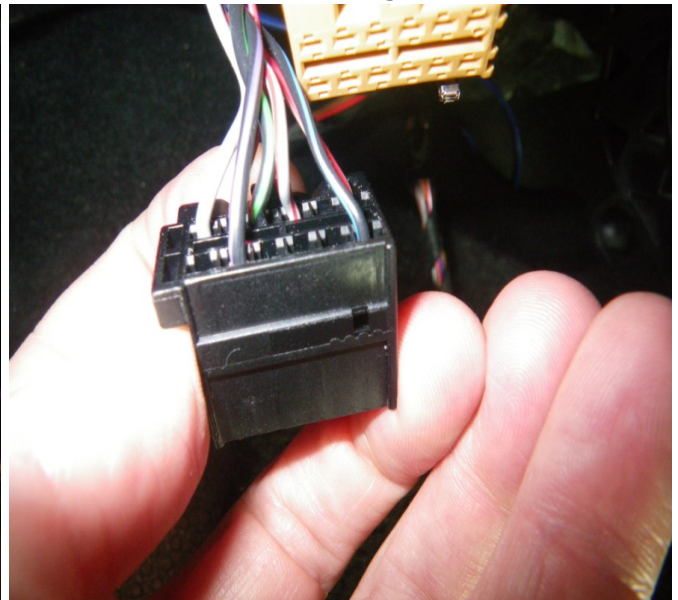
Mobiledaveb

Sebastian @ openobd.org

R.I.P. TDI/GLIVegas.
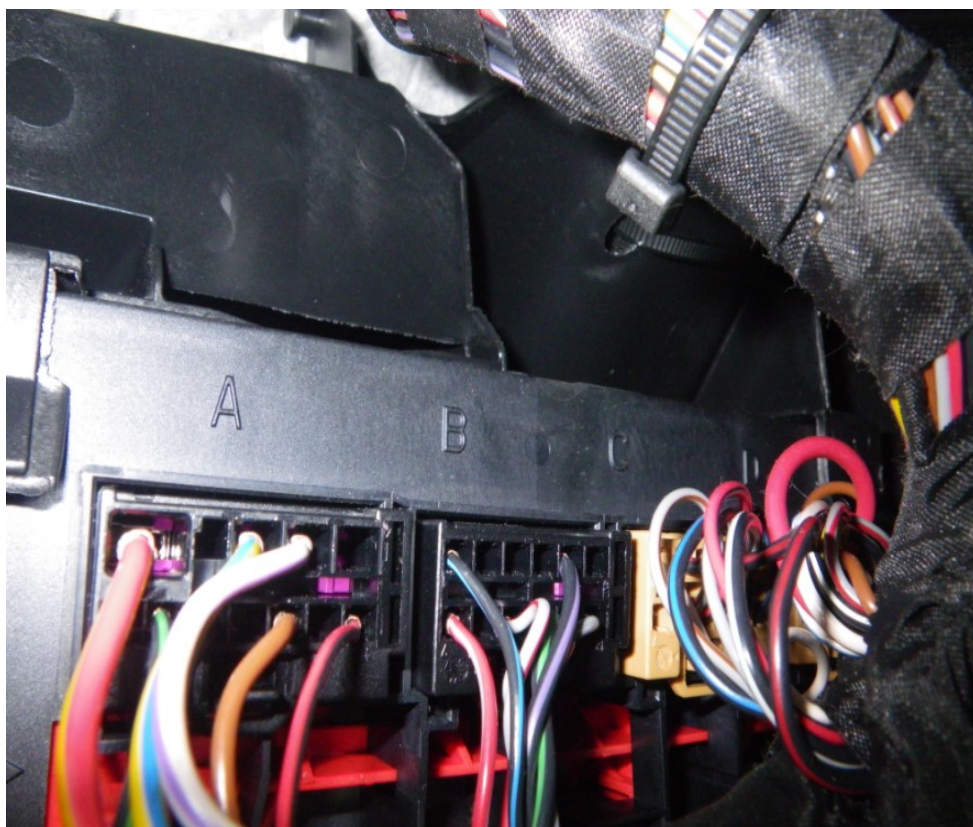

Modified 11/22/2012 by Andylyco

2009 Sportwagen with different color C12 pin wire: **Connector B before adding wire from C12**

Another right-side-up view of A,B,C connectors under dashboard.

2009 Jetta Sportwagen VAG-Com long coding before rear fog modification (not factory setting):

04898F234004150007000001C00000000873075C0001200000000000000

Coding changed after rear fog modification:

04898F270004150007000001C00000000087B075C0001200000000000000