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Results 1 to 25 of 71 [Page 1 of 3](#) [1](#) [2](#) [3](#) [Last](#)

**Thread: How to: Retrofit 8 Sensor OPS**

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**gjas18**

Junior Member

Join Date: Apr 4th, 2008

Location: Littleton, CO

Posts: 74

Vehicles: 2012 Golf TDI Tech -  
2008 VW Rabbit 4dr (sold)

☐ How to: Retrofit 8 Sensor OPS and PLA 2.0

05-11-2014 05:59 AM

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#1

Here goes my first write up. First of all thanks to thebush121 for buying the sensors and letting me take pictures/help with his car and phd-12v for wiring tips. Also thanks to the authors of the tutorials we used to remove bumpers, route wires, etc. **Scroll to the end for the PLA 2.0 specifics!**

Anyway on to the 8 sensor OPS retrofit!

Some background info:

2011 Golf TDI 2 door

RCD-510 (does not have plug for RVC) OPS works great as you will see

[Bold Sport OPS 8 sensor kit](#)

PLA 2.0 Background info:

2012 Golf TDI 4 door

RNS-315

Tools required:

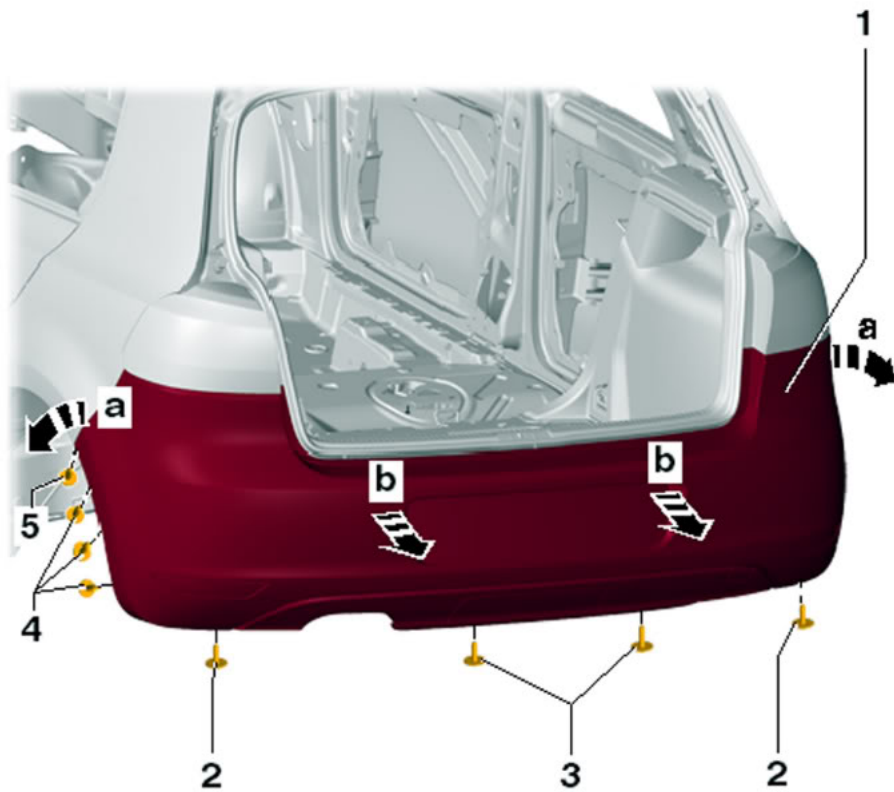
- Metric socket set
- Various socket wrench extensions
- T20 torx bit
- Utility knife
- Tapered drill bit (At least 11/16 size)
- Coat hangar or something similar to pull wire through the dash
- Gorilla glue epoxy (sets quickly)
- Jack and stands
- Trim removal tools
- Solder iron and solder
- Heat Shrink
- Fabric/friction tape
- Electrical tape
- Masking tape
- Double sided sticky tape
- Terminal pin removal tool
- Plastic stick on wire holders
- Silicon adhesive
- Steel fish tape
- **PLA 2.0** 1-1/8in tapered bit

**Rear Bumper Removal**

We will start with the Rear Bumper removal and sensor install.

First remove the outer lights by pulling back the carpet, unclipping the wires, and unscrewing the white screw. Pull the lights straight away from the car.

Removing the Rear bumper is actually pretty simple. Here are the screw locations:



Then remove all 12 screws (4 in each wheel well and 4 on the bottom edge). You DO NOT need to remove the valance; it all comes off as one piece.



There will be clips on either side on the quarter panel. Unsnap these by pulling straight out from the side of the car

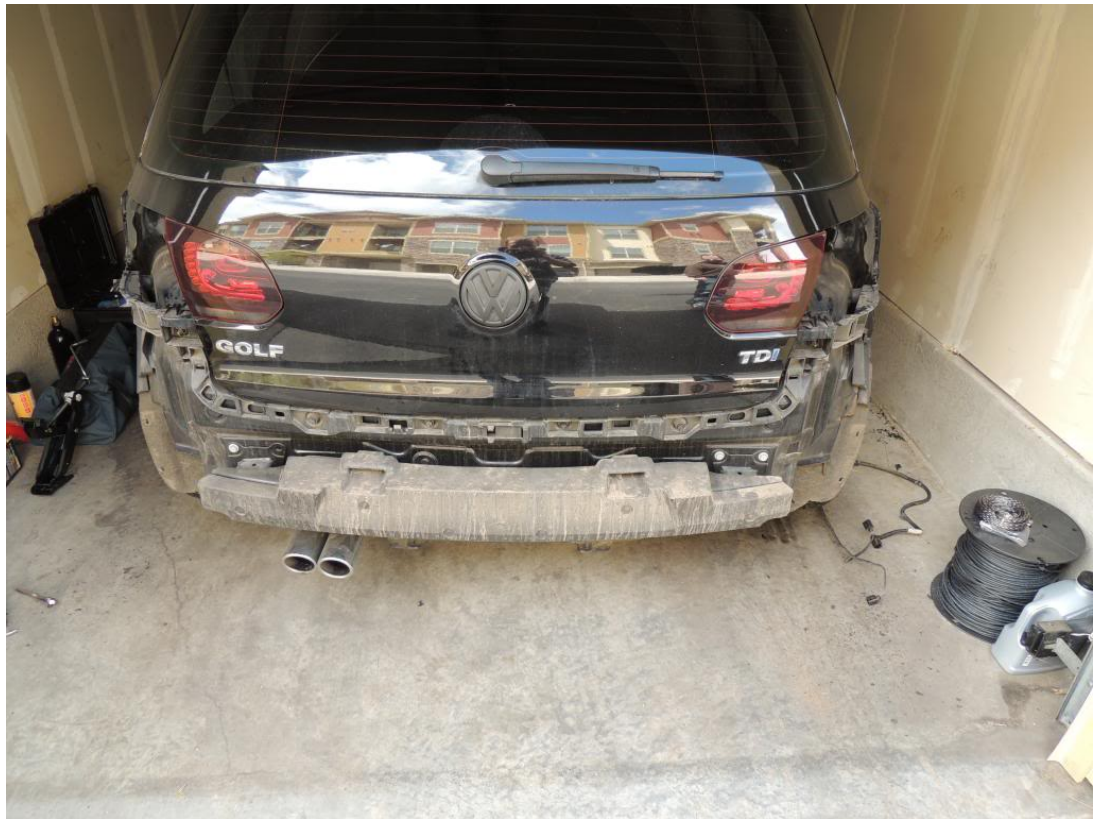


Next pull the bumper cover up and over these three clips.



Use trim tools to push up on these two clips while pulling the bumper cover away from the car

Do these steps on both sides, preferably at the same time with two people and the bumper will come off. Don't forget to remove the electrical connector for the license plate lights before walking away with the bumper cover! When placing the cover back on it's the reverse of removal but remember to line up the lip below the hatch with the groove in the bumper cover or your hatch won't close all the way! (Ask me how I know....)



Now you have a naked car! See that harness laying to the right? That's the old license plate harness. Bring it inside with the bumper cover you will need it.

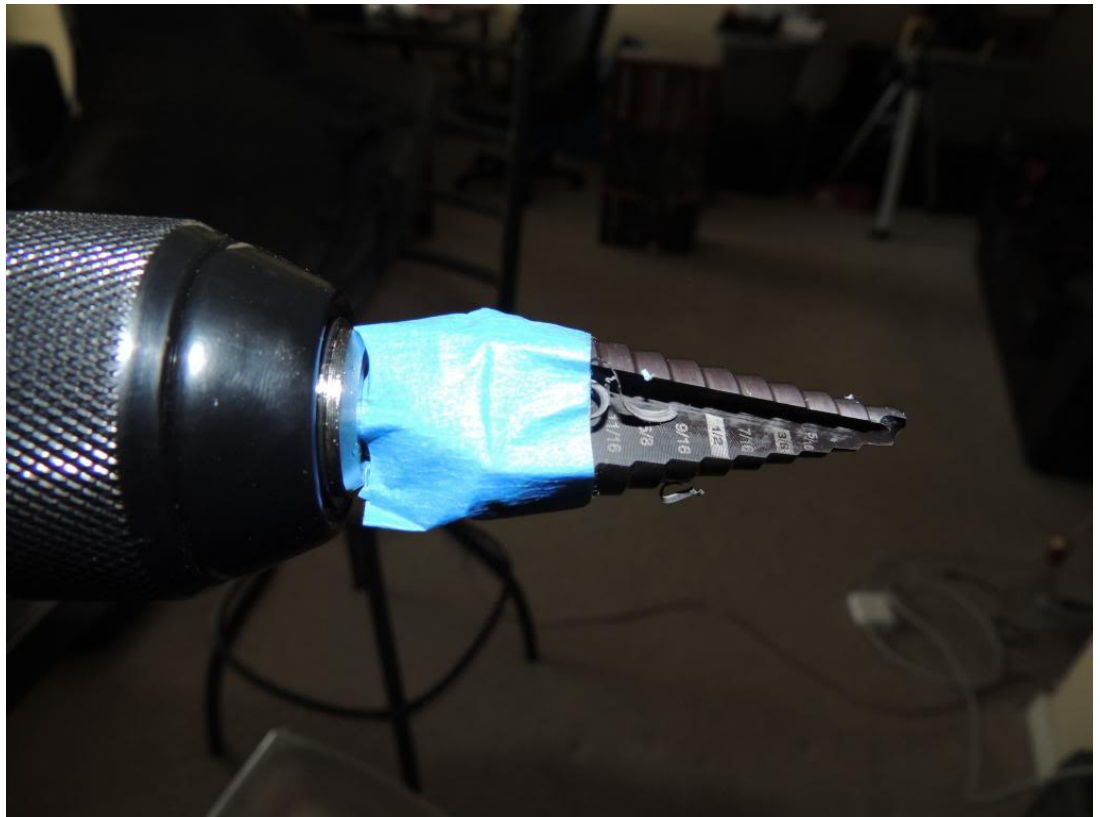
**Sensor install:**



You will see 4 of these outlines inside the bumper cover, use a small drill bit to punch through the center of them from the inside of the bumper. Clean up these spots if your cover is dirty like this one.



Then tape the bumper up with painters tape/masking tape on the outside to protect the paint.



Then drill the holes with the tapered bit to about 11/16 or 18mm. Test fit the sensors and if they are a little tight or don't fit flush on the outside without force drill it out just a little more. Just take it slow on the first few, can always make a hole larger but can't make it any smaller!



These are the sensors after gluing. We used a silicon adhesive but once we got to the front bumper one kept falling off hence the recommendation of gorilla glue epoxy. Basically just remove tape, sand the hole to remove any burrs, and sand inside under the sensor holder to give the glue something to stick to. Then mix the epoxy and put a dab on the sensor holder and stick it on the bumper in a way that makes it flush on the outside of the bumper. You might have to hold it there for a bit till glue gets tacky enough to hold the sensor in place. Here are some pictures of the finished bumper with wiring installed. The wiring will basically clip in where the license plate harness was. You will get a few more clips in the kit to attach the wiring to the factory points.



LET THE GLUE DRY FOR AT LEAST A FEW HOURS BEFORE MESSING WITH THE SENSORS!

You will need to splice in the old license plate power as this new harness replaces the license plate harness. Just cut the old harness to the length you need and remove the pins from the end of the new harness pictured above by removing the purple C piece you can see above, unsnapping the body, and use the pin removal tool. Both old and new will have the same color code for the lights brown and grey/brown. (pins 1+2 on the new harness) Fill the holes with silicon on the harness before snapping it all back together to retain water resistance. Take the two pins liberated from the new harness, cut off the pins, strip the wires and solder/heatshrink to old harness. If you ever have to remove the bumper again you should be able to disconnect both sets of wires at the entry point to the body. (Sorry no pictures of this one... plain forgot. I'll get some when I install the PLA 2.0 on my Golf)

Front Bumper:

The front bumper is a repeat of the drilling/sanding/gluing/wire routing process so I won't go over that one again. To pull the front bumper use this DIY (we didn't take pictures as it was day two and we wanted to get it done) <http://www.vwgolf.net.au/showthread....Bumper-Removal>

Only caveat I have with that DIY is after taking the bumper off I believe the upper grill does not need to be removed first. Just take off the screws on top and remove it with the rest of the cover as it just snaps into it.



Now that you have your sensors glued and attached pull the foam off the front bumper. Now test fit it into the cover. You will have to cut notches into the foam for the front two sensors as shown above and in the next few pictures.





In the above picture you will see the wire on top of the foam. Glue your plastic wire holders to the bumper cover above the foam and snap this wire into them once the glue dries.

So at this point you should have two bumpers with sensors + harnesses installed and a front foam piece with notches cut into it. Oh and a naked car that will become nakeder. Is that even a word? Haha.

#### **Wiring:**

Now the difficult part of this this DIY and the source of most of the confusion around it...

A big warning here, do not try to run/test PDC without everything connected (all 8 sensors and both buzzers). IT WILL NOT WORK. IT WILL BEEP AT YOU ONCE THEN GIVE YOU THE FINGER NO MATTER HOW YOU CODE IT. It's a safety measure to keep people from using a not fully functional

system and hitting something. So if you want to test it before putting the car back together connect everything!

First things first, lets get the module wired up to canbus, power, and the button.

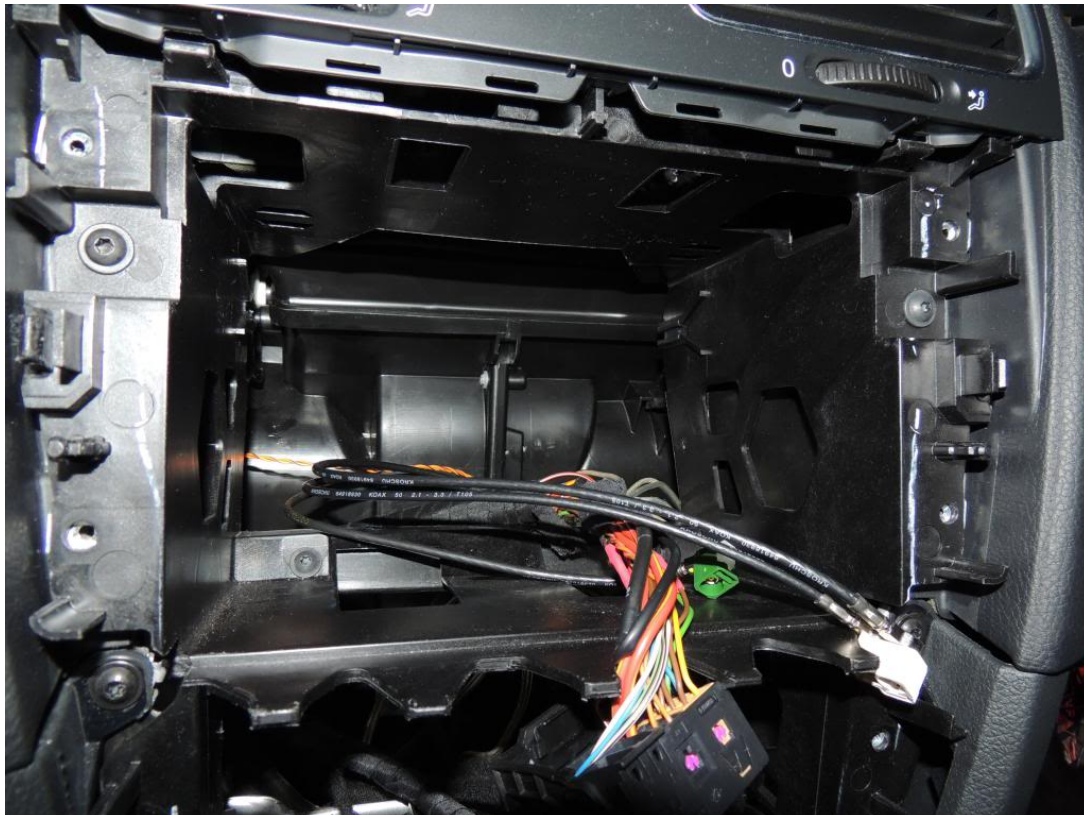
The PDC module's large brown connector is the only one we are dealing with at this moment. This is a good time to disconnect your battery if you haven't already. Also use the cloth tape to tape up any naked wires on any of the PDC harnesses to prevent rattles before going any further.



This is where we chose to mount the module. Pop the trim off by putting a screwdriver or key in the notch and prying.



Remove the door sill trim by simply pulling up on it by the kick panel and working your way down. Be careful it's easy to break clips. Once this is up the kick panel will pull right off, no screws or clips. Then remove the fuzzy panel under the dash by twisting the two thumb screws.



Remove the radio by using a trim tool to pry the surrounding trim off carefully and removing the four screws surrounding it. Do the same with the climate control below it. If you unplug the airbag light you will have to clear a code in the airbag module with VCDS FYI. Also remove the gearshift trim with your trim tools (move the gearshift to the rear most position to give yourself room) and unscrew the two screws holding the buttons /storage tray. Disconnect any wiring and pull the tray out. Pop out whatever blank you want and pop your snazzy new PDC button in.

In the picture above you can see the orange CANBUS wires already fished through the dash from the passenger side those go all the way to the CAN Gateway above the accelerator. Fish all other wires except the purple buzzer and brown ground to the radio opening including the wiring for the button.

Remove the foot vents on the drivers side. Depending on the year of your car there will be either two screws or one screw and a zip tie. It will probably hit you in the face when unscrewed.



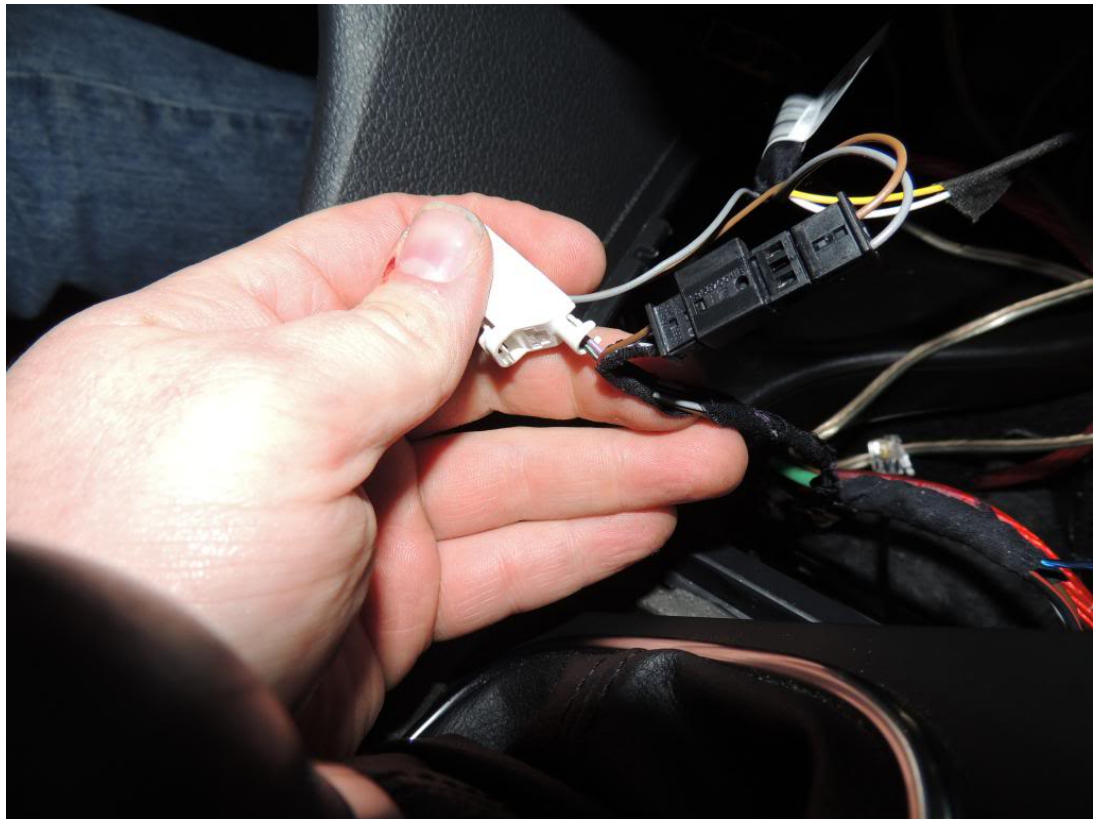
Once the footwell vent is off you will see this guy. Disconnect it (without cutting your thumb like me) and to remove the housing, cut the zip tie, press the red tab seen in this picture, and slide the red housing off. Depending on the model of your car the pins may vary but the two needing to be removed will be the same orange/black and orange/brown of the PDC wires. On this Golf they were pin 6 and 16. Remove these from the housing by pressing the spring in the window and pulling. If you're confused do a search on Youtube for VW terminal removal.



These wires will plug into the female plug from the PDC (pin1/3) and the male will plug into the gateway in the same spots as the wires you removed. You should end up with the above once you slide the red housing back on to the gateway connector. Which you can now reconnect, CANBUS COMPLETE! Don't grab a celebratory beer quite yet though.

(On a side note if anyone was wondering where the footwell temperature sensor for climatic is installed by VW its in the background)

Now on to the button and power!



Using your terminal tools again remove the brown and grey wires from the ESP button and plug them into the familiar female connector above into pins 1/3. Make sure to go brown to brown and grey to grey. Then plug the male brown and grey from the PDC button into the ESP button. You should end up with the above.

Now whip out those solder skills and solder the remaining green/black wire to +12v on the power outlet. Cover with electrical tape or heat shrink. The connector on the green/black PDC wire can be cut off. I believe it was meant to go into the fuse panel but it doesn't fit into any of the holes that we tried. Plus this is so much easier.

You can now connect the buttons/+12v outlet and put it back in place.



Pull the shell off the module connector and plug the button wire or wires into the correct place. I don't know the correct pins off hand but the label on the module will say. As you can see this one got messed up by double sided tape. You will see a grounding nut behind the kick panel you removed attach the brown ground wire there.



Now the Rear bumper... This is on the passenger side right next to the bumper mount and is the grommet the license plate light passes through. Cut a small hole and push the rear interior harness through after taking the shell off the connector to make it smaller. Ziptie it to the license plate wire once you have the length you want outside the car.



Another picture of it.



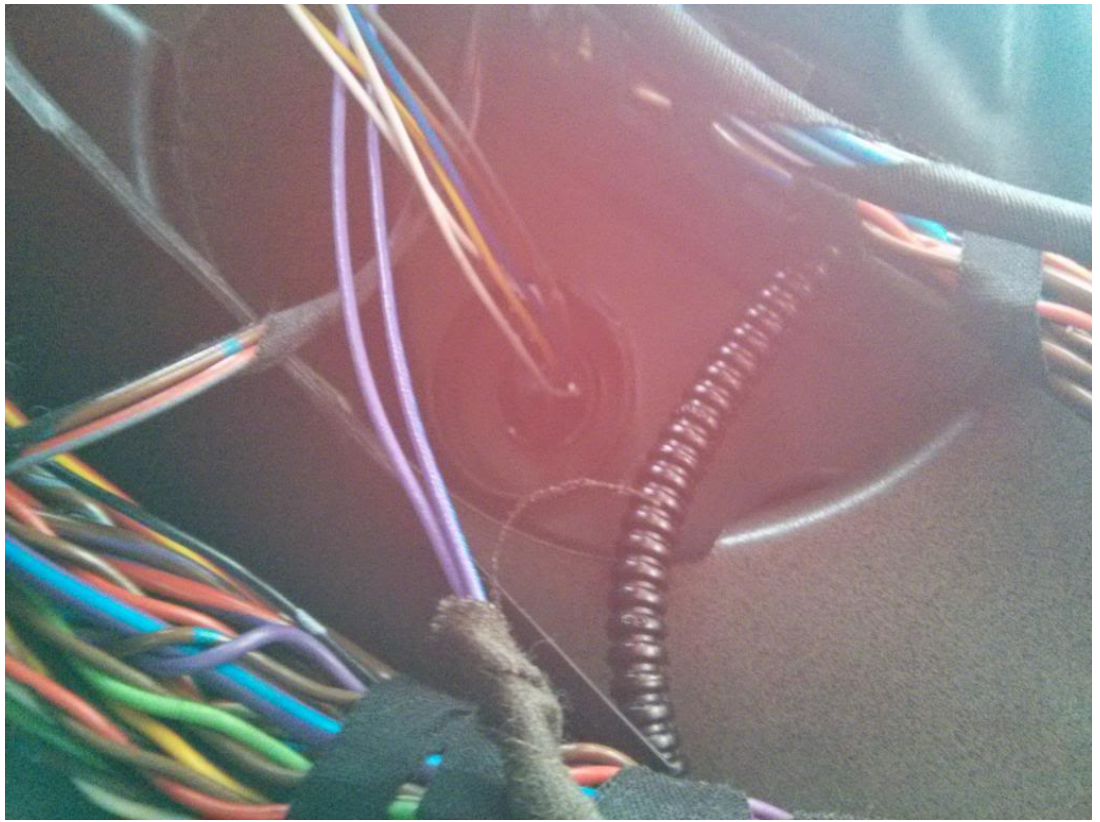
It will come up on the other side of this carpet. Remove the bottom hatch trim by pulling the sides in then the bottom over the luggage hooks and straight up. Be careful the clips break easy. Run the wire under the back seat and down the passenger side to the module location. Coil up any remaining wire behind the carpet above.

Run the purple buzzer wires back to this same spot and mount the buzzer with double sided sticky tape behind the carpet. Rear bumper wiring is now complete, huzzah!

The front bumper is a bit trickier.



Pull the wheel and the wheel well cover reveal your wires path. There is a channel in the fender for easy wire routing from the washer fluid reservoir to a gap behind the foam piece that leads to the door. Zip tie the wire where appropriate.





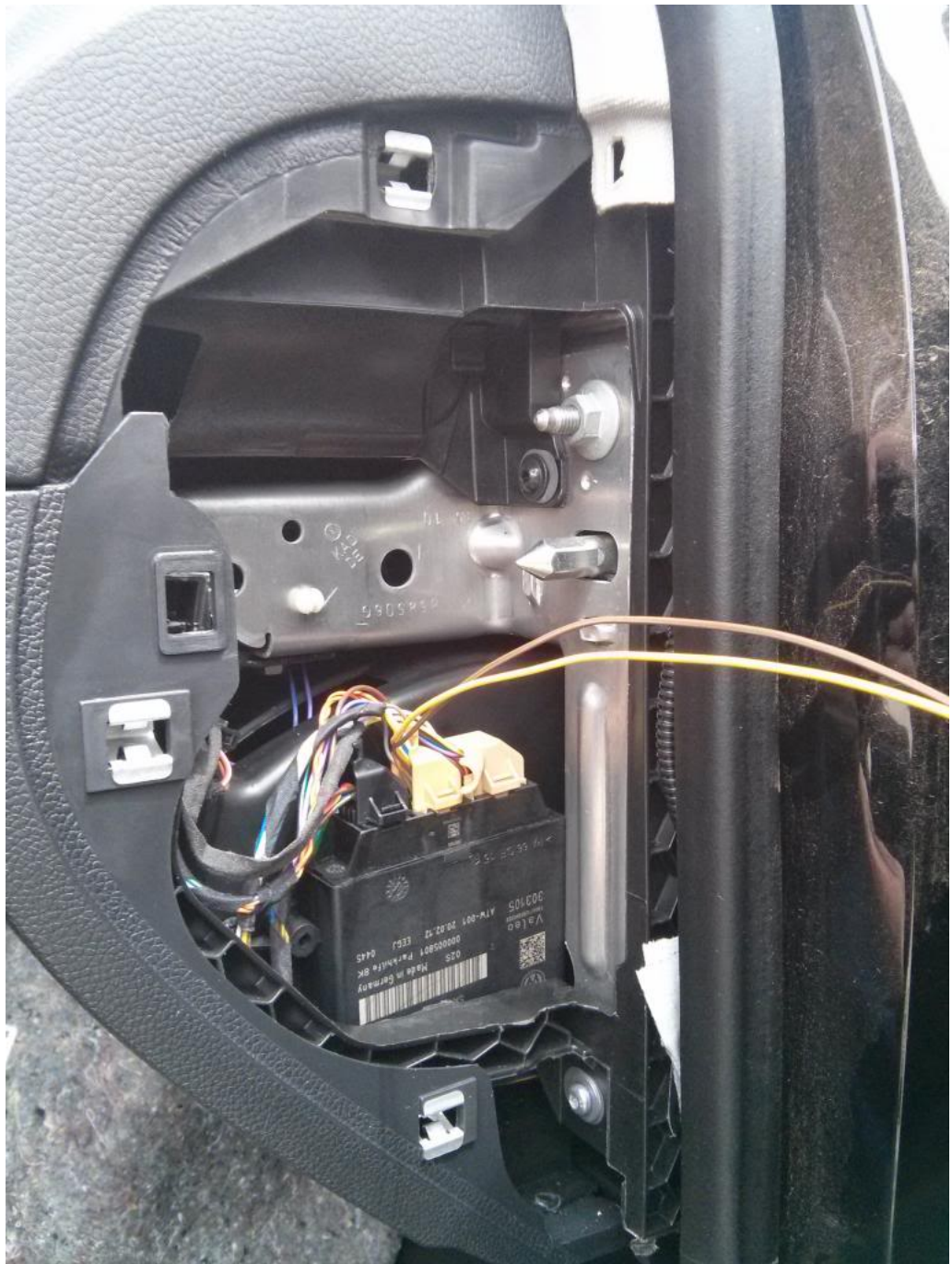
These two pictures are the inside and outside pictures of how the front wiring gets to the module. Stick your head under the passenger dash and look above where the kickpanel sits and you will see a plastic plug. Take an extension and give this plug a few taps with a mallet or just your hand and it will pop out. Cut a slit run the wire sans shell through the plastic cap and once you have pulled the length you want into the car silicon the hell out of the cap to keep water out. Then curl extra wire in the dash. Front is now D-U-N, done! Oh wait isn't there a pesky front buzzer?



Bam, problem solved. It's covered because it is obscenely loud and the volume adaptation in VCDS does nothing!



Here is your now, plugged in, module.



And this is how we mounted it. Tape didn't do anything so I wedged it in.

**VCDS CODING** BUM, BUM, BUM!

Now time for the fun! VCDS Coding! ATTACH THE BATTERY AGAIN AND TURN THE CAR ON. The module is on switched power....

VCDS Release 12.12.2: 19-CAN Gateway, Open Controller (7N0-907-530-V1.CLB)

Comm Status  
IC=1 TE=0 RE=0  
Protocol: CAN -

# VCDS

Open Controller

Controller Info

VAG Number: **7N0 907 530** Component: **J533 Gateway H27 5603**

Soft. Coding: **Long Coding** Shop #: **Imp: 011 WSC 01357**

Extra:   
Extra: **Geraet 00200**

Basic Functions These are "Safe" Advanced Functions   
Refer to Service Manual !

|                   |                   |                          |                      |
|-------------------|-------------------|--------------------------|----------------------|
| Fault Codes - 02  | Readiness - 15    | Coding II - 11           | Coding - 07          |
| Meas. Blocks - 08 | Advanced ID - 1A  | <b>Installation List</b> | Long Adaptation - 0A |
| Supp. Codes - 18  | Adv. Meas. Values | Output Tests - 03        | Security Access - 16 |

Close Controller, Go Back - 06

First click the CAN Gateway > Installation List

VCDS Release 12.12.2: 19-CAN Gateway, Installation List

|                                     |                        |
|-------------------------------------|------------------------|
| <input checked="" type="checkbox"/> | 01 - Engine            |
| <input type="checkbox"/>            | 02 - Auto Trans        |
| <input checked="" type="checkbox"/> | 03 - ABS Brakes        |
| <input checked="" type="checkbox"/> | 04 - Steering Angle    |
| <input type="checkbox"/>            | 05 - Acc/Start Auth.   |
| <input type="checkbox"/>            | 06 - Seat Mem. Pass    |
| <input checked="" type="checkbox"/> | 08 - Auto HVAC         |
| <input checked="" type="checkbox"/> | 09 - Cent. Elect.      |
| <input type="checkbox"/>            | 0F - Digital Radio     |
| <input checked="" type="checkbox"/> | 10 - Park/Steer Assist |
| <input type="checkbox"/>            | 11 - Engine II         |
| <input type="checkbox"/>            | 13 - Auto Dist. Reg    |
| <input type="checkbox"/>            | 14 - Susp. Elect.      |
| <input checked="" type="checkbox"/> | 15 - Airbags           |
| <input checked="" type="checkbox"/> | 16 - Steering wheel    |
| <input checked="" type="checkbox"/> | 17 - Instruments       |
| <input type="checkbox"/>            | 18 - Aux. Heat         |
| <input checked="" type="checkbox"/> | 19 - CAN Gateway       |
| <input checked="" type="checkbox"/> | 1C - Position Sensing  |
| <input type="checkbox"/>            | 20 - High Beam Assist. |
| <input type="checkbox"/>            | 22 - AWD               |

Check 10-Park/Steer Assist and save the coding.

VCDS Release 12.12.2: Select Control Module

# VCDS

## Select Control Module

| Installed             | Drivetrain          | Chassis           | Comfort/Conv.     | Electronics 1 | Electronics 2 |
|-----------------------|---------------------|-------------------|-------------------|---------------|---------------|
| 01-Engine             | 03-ABS Brakes       | 08-Auto HVAC      | 09-Cent. Elect.   |               |               |
| 10-Park/Steer Assist  | 15-Airbags          | 16-Steering wheel | 17-Instruments    |               |               |
| 19-CAN Gateway        | 1C-Position Sensing | 25-Immobilizer    | 2E-Media Player 3 |               |               |
| 42-Door Elect, Driver | 44-Steering Assist  | 46-Central Conv.  | 47-Sound System   |               |               |
| 52-Door Elect, Pass.  | 55-Xenon Range      | 56-Radio          | 77-Telephone      |               |               |

Direct Entry  
Address Word (01-FF):  Go! Go Back

You should now see this fancy new module in the list. Click it.

VCDS Release 12.12.2: 10-Park/Steer Assist, Open Controller (3C8-919-475.CLB)

# VCDS

## Open Controller

Comm Status  
IC=1 TE=0 RE=0  
Protocol: CAN -

Controller Info

VAG Number: **5K0 919 475 E** Component: **PARKHILFE 8K H01 0012**

Soft. Coding: **Long Coding** Shop #: **Imp: 123 WSC 12345**

Extra:

Extra: **Geraet 12345**

Basic Functions These are "Safe"

Advanced Functions Refer to Service Manual!

|                   |                   |                     |                      |
|-------------------|-------------------|---------------------|----------------------|
| Fault Codes - 02  | Readiness - 15    | Coding II - 11      | Coding - 07          |
| Meas. Blocks - 08 | Advanced ID - 1A  | Basic Settings - 04 | Adaptation - 10      |
| Supp. Codes - 18  | Adv. Meas. Values | Output Tests - 03   | Security Access - 16 |

Close Controller, Go Back - 06

Hit Coding - 07

Ver.1.0.6.6 - 5K0-919-475-E | 3 Bytes long

Exit | Back to standard | LCode 2 | Help |

1) 100001

2) Continue with [Arrow down] on keyboard / [ESC] will close LCode

3) 10 00 01

Byte 0 Binary: 00010000

4) Bit 0-3 00 Trailer Hitch not installed

Bit 4 ☒ Optical Illustration active

Bit 5 ☐ Rear View Camera installed

Some Options may require a Security Access before Coding!

After first inserted value, this is the changed Coding value. Coding value is copied at closing VCDS 3 Bytes long

Select the correct coding Bit 4 definitely and the others if you have them.

Ver.1.0.6.6 - 5K0-919-475-E | 3 Bytes long

Exit | LCode 2 | Help |

1) 100001

2) Continue with [Arrow down] on keyboard / [ESC] will close LCode

3) 10 00 01

Byte 1 Binary: 00000000

4) Bit 0 ☐ Automatic Transmission installed

Bit 7 ☐ Mute Function active

0ms

Check Bit 0 if you have an Auto, just know we can't be friends if you do....

Ver.1.0.6.6 - 5K0-919-475-E | 3 Bytes long

Exit | LCode 2 | Help |

1) 100001

2) Continue with [Arrow down] on keyboard / [ESC] will close LCode

3) 10 00 01

Byte 2 Binary: 00000001

4) Bit 0-7 01 Model: Seat Exeo (3R2) / Seat Leon (1P) / VW Golf/Jetta (1K/5K) / VW Passat CC (35)

After first inserted value, this is the changed Coding value. Coding value is copied at closing VCDS 0ms

Select the correct model... 01 is correct for the MK6 Golf Hatch.

Hit exit and save the coding. If you get a prompt about a shop code just click ok and save the code.

Now make sure everything is plugged in, yes I know the car is in pieces just drag the bumpers close enough to plug them in and make sure the sensors are not pointed at the ground.

Turn the car off then back on and press your new shiny button. If you bought the 4 sensor kit just put it in reverse. Reverse will also activate the 8 sensor kit.

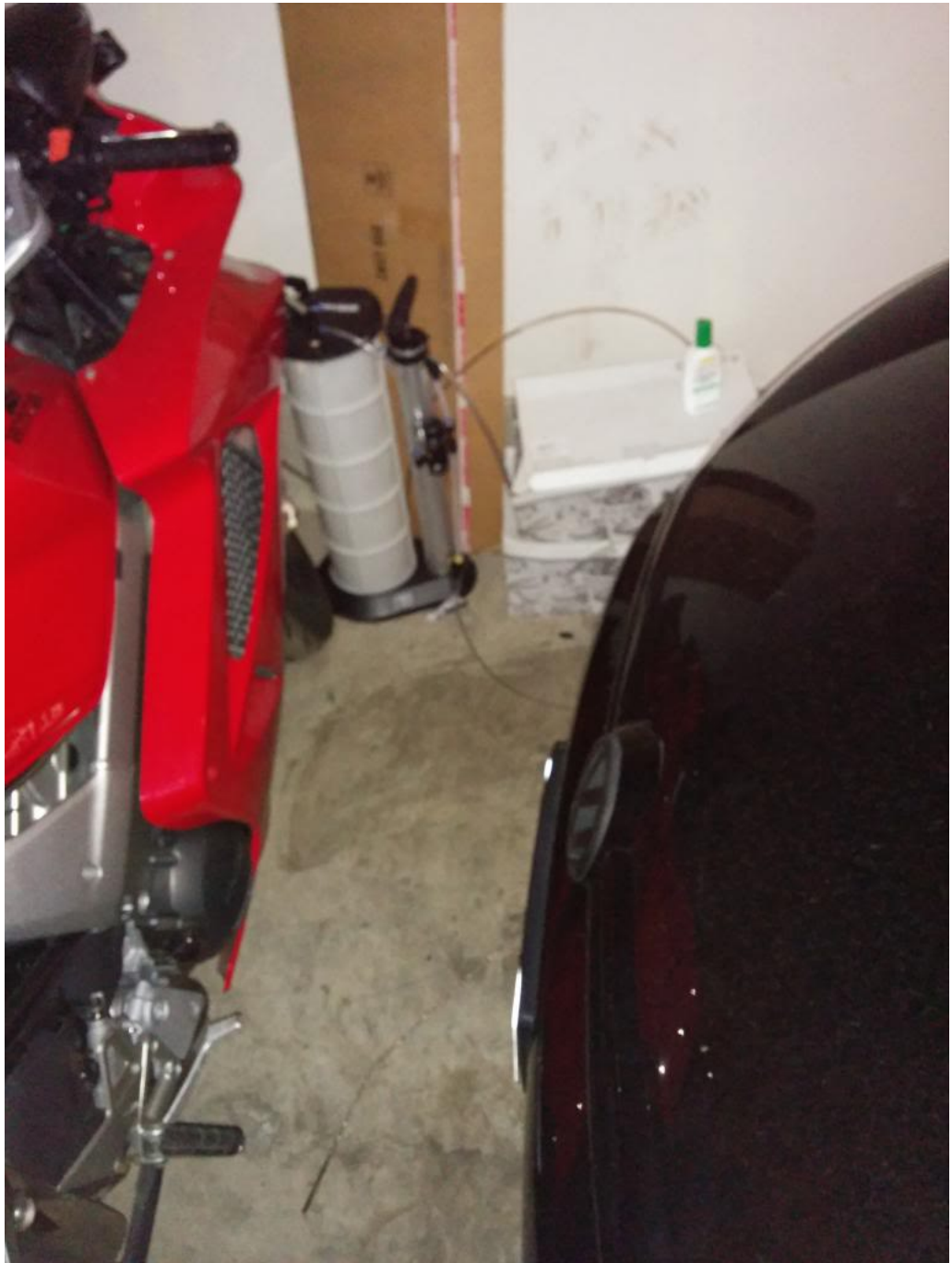


It should do this.



And this!

Have a friend cover each sensor to make sure they are reading at the correct location. If they are not figure out which wire goes to each sensor using color code (only one wire per sensor the other two are common between all four) and switch them in the harness at the PDC. We had to do this with the front bumper as it was reading backwards. Right was left and left was right.



This is the distance it turns red and a solid tone.

#### Troubleshooting:

If you get a single tone and the light goes off check the fault codes in the parking module and clear them. If the fault returns then check what it says to check. Usually one of the harnesses or buzzers is not connected.

If all is well you can now put the car back together again the reverse of removal. When putting on the front bumper, be sure your sensors fit into the cutouts in the foam.

#### [SIZE="5"] [SIZE="4"] **PLA 2.0 Specifics** [/SIZE] [/SIZE]

So for PLA 2.0 there are a few differences in the install. I bought [THIS KIT](#). It's currently on sale for \$418. Remember to request 4 of the angled holders, if you don't you will need to mount them in the wheel arches like the mk7 or it won't work well since the sensors will not be perpendicular to the car.

Differences are:

- Location of Module
- 4 more sensors
- 2nd button
- ABS sensors
- Coding of additional modules

The length of the harnesses dictated that I install the module in the rear instead of the front so I mounted it with double sided sticky tape behind the carpet on the passenger side of the hatch. All wires were ran up the passenger side to the center console and CAN Gateway, which is an identical install except adding the 2nd button. The park assist button lighting was in series with the park sensor button so you still only make one connection there.



Here is grommet going to the rear bumper.



The finished install of the module. (If you have steel fish tape you can fish the wires through the channel above the wheel well.)

The extra sensors are pretty easy in the front. You will need a tapered bit at least 1 1/8 inches in size as the hole is pretty large. The front sensors have outlines so drill them out like the others. The sensor holder is angled so before gluing, place it in the hole and twist it until you find the position most perpendicular to the car.

The following pictures are of the wire routing I used to get from the front bumper into the car.



This is the back of the passenger headlight after wheel and all liners were removed.



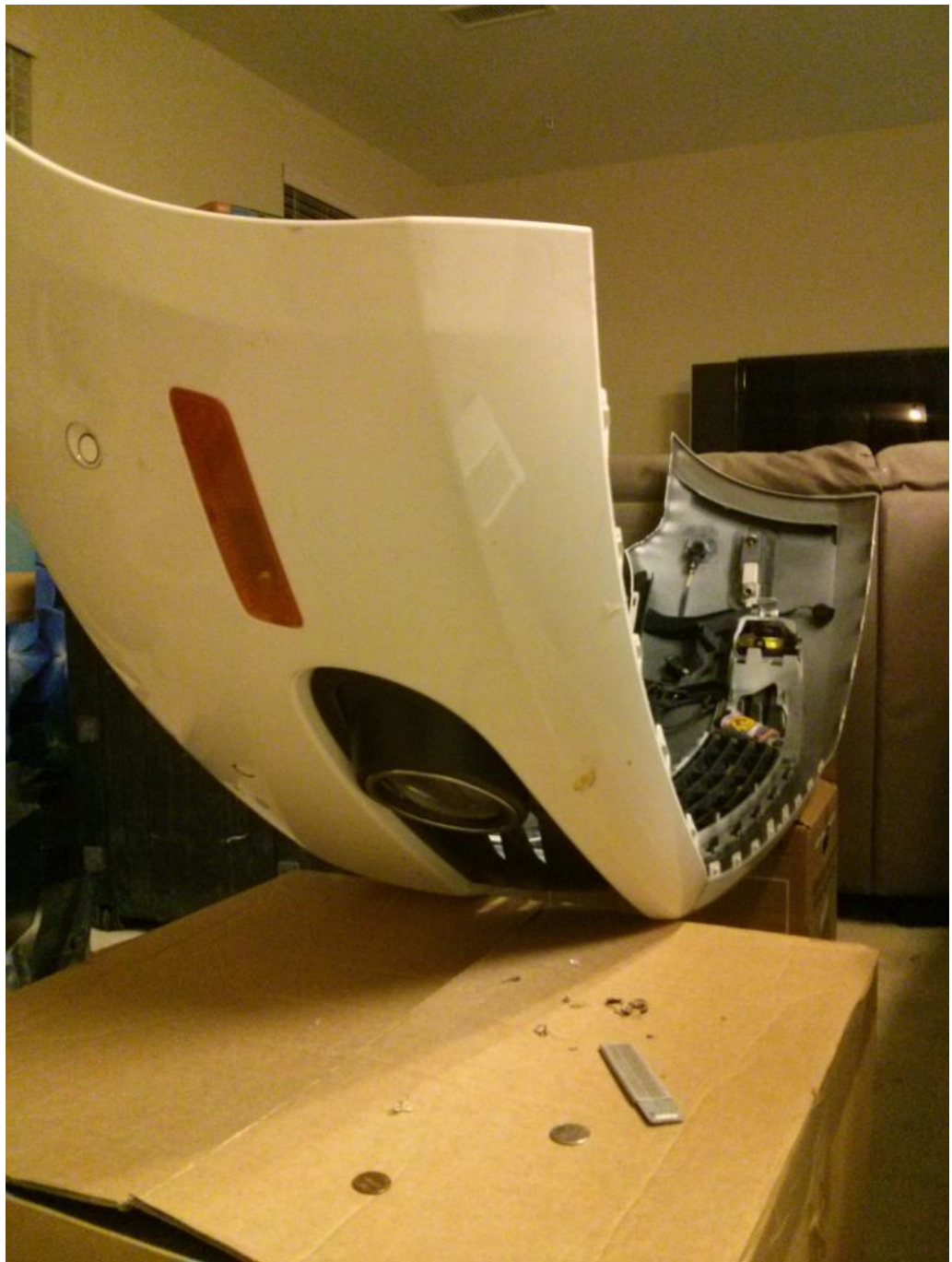
This is the passageway at the top of the wheel arch.



This shows the exit of the passageway and where it goes behind the foam to exit between the fender and body in the door channel.



This shows the wire colors. If you find the sensors are reading wrong (right is left left is right) that center wire is the color you will have to move in the harness (at the module, don't move wires at the sensors!). The red and brown are common between all sensors for power and ground.



This is the side of the bumper after gluing showing the extra sensor. Note how far above the sidemarker it is. There is no interference what so ever.

Now on to the rear bumper. This one doesn't have outlines for the side sensors since the MK6 never came with PLA 2.0. I took a tie strap and lined it up with the other two holes on that side to make a straight line. Then I marked out about 11 inches from sensor next to it. (seemed to be the most perpendicular to the car I could get it) It also may not hurt to move it an inch or two down from the other sensors. Anyway heres pictures of it finished.





This is the passenger side showing both the license plate light and park sensor harnesses.

ABS Sensors:

Use this DIY <http://www.golfmk6.com/forums/showthread.php?t=36862> This is far better than anything I could have wrote. Do clean like SoCalMK6GTI says when putting the new sensors in. It will make things go much faster.

First post became too long so here's the coding instructions.  
<http://forums.vwvortex.com/showthreada...1#post85779315>

*Last edited by gjas18; 06-19-2014 at 01:46 AM.*



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**MasterNele03** ▾

Member



Join Date: May 27th, 2008  
Location: West Palm Beach, FL  
Posts: 4,666

05-13-2014 09:41 AM

[Reply](#)

#2

Wow that's quite a write-up. Good job man. Interesting the RCD-510 is capable of displaying that, I would've figured it was something you needed the RNS-XXX for. I learned something today. 🙏

Vehicles: 2000 C/W Jetta,  
2005 XC90, 2010 CW GTI, 2010  
Maxima SV, 2014 Durango, 2008  
Yamaha R6

Drive it like you stole it!!! 😊  
XBL GT: MasterNele 03



Reply With Quote |

#### mageus ▾

Member  
Join Date: Sep 1st, 2004  
Location: Orange County, CA  
Posts: 401

05-13-2014 03:42 PM [Reply](#) #3

Great writeup! You're the first person I've seen to get the BoldSport kit to work.

One point - the airbag light will only trigger a DTC if you turn ignition on with it disconnected. Just plug it back in and tape it to the wall of the radio cage while you're working on everything else.

I have the 4 sensor (rear only) BoldSport kit but could never get it to work. I have an RNS-315. Here are my issues.

- The kit did not include the switch, and doesn't have any wiring that would go to a switch. From your writeup it implies the 4-sensor kit does not use the switch. Is this correct?

- I could never get it to work. To do a test run I tapped into the the ODB port wiring and hooked everything up. This should be the powertrain bus since the High wire is orange/black. I taped the sensors to a jig so I could manipulate them all at once. After coding, VAC-COM sees the module 10. However switching into reverse does nothing, not even beep. The measuring blocks for the 4 sensors just show '127' and never change, no matter where the sensors are pointing. I figured I had a bad module and have put it aside for a year, swallowing the \$200.

Now, the obvious response is "Hook it up to the proper plug, dummy!" However, since CAN sees the module I figured that wiring into the ODB port would be fine. I'll get around to digging the wiring out of the footwell one of these days.

*Last edited by mageus; 05-13-2014 at 03:45 PM.*

- Deep Black Pearl '12 GTI 2.0T DSG
- Phantom black '12 TT-RS 2.5TQMS
- Brilliant black '08 A5 3.2QMS
- Volcano black '99.5 A4 1.8TQM
- Black '89 80 manual



Reply With Quote |

#### Thebush121 ▾

n00b  
Join Date: Feb 5th, 2014  
Posts: 8

05-13-2014 11:56 PM [Reply](#) #4

Originally Posted by **mageus**

*Great writeup! You're the first person I've seen to get the BoldSport kit to work.*

*One point - the airbag light will only trigger a DTC if you turn ignition on with it disconnected. Just plug it back in and tape it to the wall of the radio cage while you're working on everything else.*

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*Now, the obvious response is "Hook it up to the proper plug, dummy!" However, since CAN sees the module I figured that wiring into the ODB port would be fine. I'll get around to digging the wiring out of the footwell one of these days.*

Rear does not need the button, that's only there to enable the fronts when you want to use them. Where did you tap in for power? We tapped into the switched 12v from the cigarette plug and grounded it under the passenger side kicker panel. When we were troubleshooting, mine would show the module 10 (I could go in and enable 76 too and it would show on the main screen.) When you click it, can you actually go into the long coding? You also tapped into the can-lo right? It's the orange/brown wire. The only other thing I can think of is they sent you the module that only works for all 8 sensors (From what I have found online, the only difference between the 8 sensor kit and 4 is the actual OPS module.) We had the rears hooked up and tried to use them first with no luck, then thought to hook up the front, cleared codes and it worked.



Reply With Quote |

#### gjas18 ▾

Junior Member  
Join Date: Apr 4th, 2008  
Location: Littleton, CO  
Posts: 74  
Vehicles: 2012 Golf TDI Tech -  
2008 VW Rabbit 4dr (sold)

05-14-2014 03:16 AM [Reply](#) #5

Originally Posted by **mageus**

*Great writeup! You're the first person I've seen to get the BoldSport kit to work.*

*One point - the airbag light will only trigger a DTC if you turn ignition on with it disconnected. Just plug it back in and tape it to the wall of the radio cage while you're working on everything else.*

*I have the 4 sensor (rear only) BoldSport kit but could never get it to work. I have an RNS-315. Here are my issues.*

*- The kit did not include the switch, and doesn't have any wiring that would go to a switch. From your writeup it implies the 4-sensor kit does not use the switch. Is this correct?*

*- I could never get it to work. To do a test run I tapped into the the ODB port wiring and hooked everything up. This should be the powertrain bus since the High wire is orange/black. I taped the sensors to a jig so I could manipulate them all at once. After coding, VAC-COM sees the module 10. However switching into reverse does nothing, not even beep. The measuring blocks for the 4 sensors just show '127' and never change, no matter where the sensors are pointing. I figured I had a bad module and have put it aside for a year, swallowing the \$200.*

*Now, the obvious response is "Hook it up to the proper plug, dummy!" However, since CAN sees the module I figured that wiring into the ODB port would be fine. I'll get around to digging the wiring out of the footwell one of these days.*

Originally Posted by **Thebush121**

Rear does not need the button, that's only there to enable the fronts when you want to use them. Where did you tap in for power? We tapped into the switched 12v from the cigarette plug and grounded it under the passenger side kicker panel. When we were troubleshooting, mine would show the module 10 (I could go in and enable 76 too and it would show on the main screen.) When you click it, can you actually go into the long coding? You also tapped into the can-lo right? It's the orange/brown wire. The only other thing I can think of is they sent you the module that only works for all 8 sensors (From what I have found online, the only difference between the 8 sensor kit and 4 is the actual OPS module.) We had the rears hooked up and tried to use them first with no luck, then thought to hook up the front, cleared codes and it worked.

Yep that is the question... Since you didn't get a beep at all it has to be one of three things (excluding bad module): Power, CANBUS, bad beeper. First thing is to check if you can access the module in VCDS. If you can then check fault codes in module 10 (park assist) after putting it in reverse a few times or PM me an auto scan of your car after trying the module. Make sure you have optical parking enabled in the module, you may not get a beep at all if nothing is in range of the sensors. Also on the RNS models you may have to code the radio itself. I have a 315 in my car and will be able to verify this when I install.

Oh yea and if you want to check the module without putting it in reverse there is a setting to test it in the adaptations menu without putting the car in reverse.

Last edited by gjas18; 05-14-2014 at 03:19 AM.



Reply With Quote | +

**gjas18**

Junior Member

Join Date: Apr 4th, 2008  
Location: Littleton, CO  
Posts: 74  
Vehicles: 2012 Golf TDI Tech -  
2008 VW Rabbit 4dr (sold)

05-14-2014 03:27 AM **Reply** #6

Originally Posted by **mageus**

Great writeup! You're the first person I've seen to get the BoldSport kit to work.

One point - the airbag light will only trigger a DTC if you turn ignition on with it disconnected. Just plug it back in and tape it to the wall of the radio cage while you're working on everything else.

I have the 4 sensor (rear only) BoldSport kit but could never get it to work. I have an RNS-315. Here are my issues.

- The kit did not include the switch, and doesn't have any wiring that would go to a switch. From your writeup it implies the 4-sensor kit does not use the switch. Is this correct?

- I could never get it to work. To do a test run I tapped into the the ODB port wiring and hooked everything up. This should be the powertrain bus since the High wire is orange/black. I taped the sensors to a jig so I could manipulate them all at once. After coding, VAC-COM sees the module 10. However switching into reverse does nothing, not even beep. The measuring blocks for the 4 sensors just show '127' and never change, no matter where the sensors are pointing. I figured I had a bad module and have put it aside for a year, swallowing the \$200.

Now, the obvious response is "Hook it up to the proper plug, dummy!" However, since CAN sees the module I figured that wiring into the ODB port would be fine. I'll get around to digging the wiring out of the footwell one of these days.

I just found part numbers...

5K0919475 E is the module for 8 sensors.

5K0919475 A is the module for 4 sensors.

I would check to see what the part number of the module you have is to be sure.



Reply With Quote | +

**humphnor**

Member



Join Date: Dec 4th, 2003  
Location: Dallas, TX  
Posts: 402  
Vehicles: 13 GOLF GTI MKVI



05-14-2014 12:14 PM **Reply** #7

Sweet thanks for doing the legwork. 1 freeloader coming up. 😊



Reply With Quote | +

**WickedMatt02**

Member



Join Date: Apr 9th, 2005  
Location: North Coast, Ohio  
Posts: 3,069  
Vehicles: 2011 GTI (K04)



05-14-2014 12:34 PM **Reply** #8

Just ordered myself a full 8 sensor set for \$250 shipped on eBay! Thanks for the write up!

**HS Tuning** 2011 CSG 6MT | CCTA | APR K04 | DXD STG 2 Daily | S3 FMIC | OEM LED Bi-xenon swap | OEM R LED Tails | S3 Shifter | Carbonio Stg 1 | 3" Downpipe | CIM Boost Gauge | 311 WHP @ 93 Octane 🏁



Reply With Quote | +

Originally Posted by **Thebush121**

*The only other thing I can think of is they sent you the module that only works for all 8 sensors.*

Bingo!

When I got the unit I figured the 3rd port was for the front sensors, and it would auto configure. Silly rabbit! BTW, my module has "PA66GF15" written on it. At the base where the ports are it says "PBTGF30". It does not have a VAG part number.

First of all, of course I have both CAN Hi & Lo hooked up. Despite what my wife may think, I'm not that much of a dummy. I hooked it up tonight. In VAG-COM it reads a part number "5K0919475" without a suffix. I've got the coding for 'optical illustration active' and 'auto trans' (DSG). Byte 2 is '01' for a MkVI hatch. Putting it into reverse does nothing. In 'Output Tests' I can trigger the buzzer. When I do the function test (bypass shifter) it does one long beep then silence. Doing a 'display test' does nothing, but I haven't coded the nav/radio modules yet. In 'measuring blocks' all 4 rear sensors read '255cm'. Front sensors read 'N/A'.

I guess my options are:

- Try to get Bold-Sport to swap the module for the 4-sensor version.
  - Not sure they'll do it a year later. Plus, their web site is always down.
  - Buy a set of front sensors (and switch) and do a full install.
- Was not planning to spend the money/time.

Some questions:

- How did you paint the sensors?  
 I was thinking OEM spray can.

- Were the cables long enough?

I was going to tap into the OBD port and store the module in the kick panel where the hood release is. Will I have extra length to get from the right rear to the left front?

- Deep Black Pearl '12 GTI 2.0T DSG
- Phantom black '12 TT-RS 2.5TQMS
- Brilliant black '08 A5 3.2QMS
- Volcano black '99.5 A4 1.8TQM
- Black '89 80 manual



Reply With Quote



Originally Posted by **mageus**

*Bingo!*

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- Was not planning to spend the money/time.*

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 I was thinking OEM spray can.*

*- Were the cables long enough?*

*I was going to tap into the OBD port and store the module in the kick panel where the hood release is. Will I have extra length to get from the right rear to the left front?*

The long beep is the error beep we got when we didn't have everything connected it should do the same with the car in reverse. My guess is you have the wrong module (or defective module). I would say your cheapest route if boldsport won't swap the module is to buy the extra sensors, holders, harness, and buzzer from aliexpress. If you think it's a bad module you can pick one up from carsystems <http://www.carsystems.pl/pdc-ops-mod...ade,id478.html>

The CAN gateway is very easy to get to so you may just try to connect there and see what happens before you do anything. At least you'll already have the wiring connected? haha

We didn't have to paint as the sensors were black and so was the car. The sensor kit I got from ali express is white and my car is white so I probably won't have to paint it either. The sensors can be painted though so OEM spray can should be fine.

The cables for the rear are more than long enough. I think about 6 ft of cable was hidden in the back behind the carpet when we were done.

Did you check fault codes? Also coding the radio may help. Hell we thought just hooking up the rear by itself would be fine and spent three hours troubleshooting till we said \*\*\*\* it and connected everything. So maybe by some weirdness cars with the RNS315 need the radio coded before everything works. could also try turning off the optical illustration.

*Last edited by gjas18; 05-15-2014 at 09:34 AM.*



Reply With Quote



Member

Join Date:

Sep 1st, 2004

Location:

Orange County, CA 401

Posts:

401

No one makes or sells a 4-sensor module. This means either:

- The module works with only 4 sensors attached.
- Everyone who buys a rear-only kit is getting screwed.

Not that I doubt you saying all 8 sensors are needed for the module. In fact, that would explain why many people can't get it to work; they probably bought the rear-only kit. In fact, all of the successful writeups I've seen document a F/R install.

I'm pretty sure I had activated the Nav settings before. I'll check again. There have been no fault codes. If it still doesn't work, I'll just buy the front set. I can't find a listing for just the front harness/sensors/buzzer, so I'll have to buy an entire front install set, including module. I guess I'll have a second module to troubleshoot.

The Aidu store on AliExpress lists this set: <http://www.aliexpress.com/store/prod...938893504.html> for \$160 shipped. It shows an OEM module. They also sell solo sensors/buzzers but not the harness/button alone.

Reply With Quote

gjas18

Junior Member

Join Date:

Apr 4th, 2008

Location:

Littleton, CO

Posts:

74

Vehicles:

2012 Golf TDI Tech - 2008 VW Rabbit 4dr (sold)

05-16-2014 08:23 AM

Reply

#12

Originally Posted by **mageus**

*No one makes or sells a 4-sensor module. This means either:*

- The module works with only 4 sensors attached.
- Everyone who buys a rear-only kit is getting screwed.

*Not that I doubt you saying all 8 sensors are needed for the module. In fact, that would explain why many people can't get it to work; they probably bought the rear-only kit. In fact, all of the successful writeups I've seen document a F/R install.*

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If you send them a message they may be able to do something for you. When I ordered the PLA kit I wanted 4x of the angled sensor holder since the PLA sensors are supposed to be perpendicular to the car. The standard holders won't do that in the rear since the bumper is curved. They had no problem doing that for me.

Reply With Quote

I3it3r

Member

Join Date:

Jan 24th, 2004

Location:

Hagerstown, MD

Posts:

302

Vehicles:

'10 Sportwagen TDI, '15 Mercedes C400 4Matic

05-16-2014 11:26 AM

Reply

#13

Great write up! My rental this week in Germany has the OPS and it's a fantastic option! I think it may be worth the time and effort 🙌

2010 JSW TDI - Stock - Anthracite Goals - DSG  
2011 GTI - SOLD APR Stage 2  
2015 Mercedes-Benz C400 4Matic

Reply With Quote

mageus

Member

Join Date:

Sep 1st, 2004

Location:

Orange County, CA 401

Posts:

401

05-23-2014 02:54 PM

Reply

#14

Originally Posted by **gjas18**

*If you send them a message they may be able to do something for you.*

No reply to 2 emails (BoldSport). I never got a reply last year either when I originally had the problem.

Will start looking for front sensors. Anyone know of a reputable vendor? The Aidu store on AliExpress was mentioned previously.

- Deep Black Pearl '12 GTI 2.0T DSG  
- Phantom black '12 TT-RS 2.5TQMS  
- Brilliant black '08 A5 3.2QMS  
- Volcano black '99.5 A4 1.8TQM  
- Black '89 80 manual

Reply With Quote

gjas18

05-24-2014 12:07 AM

Reply

#15

Junior Member

Join Date: Apr 4th, 2008  
Location: Littleton, CO  
Posts: 74  
Vehicles: 2012 Golf TDI Tech -  
2008 VW Rabbit 4dr (sold)

Originally Posted by **mageus**

*No reply to 2 emails (BoldSport). I never got a reply last year either when I originally had the problem.*

*Will start looking for front sensors. Anyone know of a reputable vendor? The Aidu store on AliExpress was mentioned previously.*

[carsystems.pl](#) They even sell individual parts, but they are pricey since shipping is from poland. My PLA and RLS/Auto Dimming Mirror kits just hit Los Angeles yesterday so i can let you know what Aidu's quality is like next week when they arrive. I plan to hook up everything when i get it to test before I install.



Reply With Quote



**gjas18**

Junior Member

Join Date: Apr 4th, 2008  
Location: Littleton, CO  
Posts: 74  
Vehicles: 2012 Golf TDI Tech -  
2008 VW Rabbit 4dr (sold)

05-27-2014 03:29 PM **Reply** #16

So I received my PLA 2.0 kit in the mail today... I will hopefully be able to test it today or tomorrow. Looks like I will need to lengthen one of the harnesses since it is only 18 inches long.



I'm not going to update this thread until I get the install done. Updating two different threads is such a pain so until I get a finished write up for this I will be posting [Here](#)



Reply With Quote



**gjas18**

Junior Member

Join Date: Apr 4th, 2008  
Location: Littleton, CO  
Posts: 74  
Vehicles: 2012 Golf TDI Tech -  
2008 VW Rabbit 4dr (sold)

06-06-2014 06:06 AM **Reply** #17

Iright so a small update on this... Everything is installed but one of the ABS sensors was bad and popped all sorts of warning lights. I graphed it using VCDS and its output was all over the place. So I have to wait for a replacement from china. Unless someone on here can get one for less than \$100 (\$150 at the dealer for just one). Same sensor the CC, EOS, and Tiguan use apparently. (WHT003858A)

Anyway before i went fast enough for the warning lights to go crazy I was able to attempt using park assist and it did turn the wheel and tried to park like it should. It just ended up halfway out in the street when it thought it was done because of the bad sensor. So hopefully I will have extra instructions in the DIY for this shortly.

Honestly not much different from the 8 sensor except the extra sensors and a code change in the ABS module and Steering Assist module.



Reply With Quote



**gjas18**

Junior Member

Join Date: Apr 4th, 2008  
Location: Littleton, CO  
Posts: 74  
Vehicles: 2012 Golf TDI Tech -  
2008 VW Rabbit 4dr (sold)

06-19-2014 01:45 AM **Reply** #18

Well my first post became too long for the forum so here is the Coding instructions.

PLA 2.0 Coding:

First the easy one... Steering assist module.  
Open 44-Steering Assist.

VCDS Beta 14.6.0: 44-Steering Assist, Open Controller (1KX-909-14X-44.CLB)

Comm Status  
IC=1 TE=0 RE=0  
Protocol: CAN

# VCDS

Open Controller

Controller Info

VAG Number: **1K0 909 144 P** Component: **EPS\_ZFLS KI. 70 3305**

Soft. Coding: Shop #: **Imp: 011 WSC 01357**

Extra: **Geraet 00200**

Extra:

Basic Functions These are "Safe"

Advanced Functions Refer to Service Manual!

Fault Codes - 02 Readiness - 15 Coding II - 11 Coding - 07

Meas. Blocks - 08 Advanced ID - 1A Basic Settings - 04 **Adaptation - 10**

Supp. Codes - 18 Adv. Meas. Values Output Tests - 03 Security Access - 16

Close Controller, Go Back - 06

You'll see this.

Click Adaptation. In the drop down you'll see Installation Park Steer Assist.

VCDS Beta 14.6.0: 44-Steering Assist, Adaptation

Installation Park Steer Assist

N/A N/A N/A

Channel 04 Up Dn Read Add to Log

Stored value 1

New value 1 Up Dn

Test value

Test Save Done, Go Back

**Installation Park Steer Assist**

0 = Park Steer Assist (PR-7X5/7X6) installed (< MY 2009 / PLA 1.0)  
1 = Park Steer Assist (PR-7X5/7X6) installed (MY 2010 > / PLA 1.5/2.0)  
2 = Park Steer Assist (PR-7X0/7X1/7X2) NOT installed

Which brings you here. Change it to "1" for installation of PLA 1.5/2.0.

Close out of that module.

Now if you have already installed the ABS sensors on the rear wheels you probably already had an "Oh \*\*\*\*\*" moment when your idiot lights lit up like a Xmas tree. Don't worry this will be fixed after some coding!

Open 03-ABS Brakes

VCDS Beta 14.6.0: 03-ABS Brakes, Open Controller (ABS/ESP MK60EC1 / 1K0-907-379-...

Comm Status  
IC=1 TE=0 RE=0  
Protocol: CAN \

Controller Info

VAG Number: **1K0 907 379 BJ** Component: **ESP MK60EC1 H31 0121**

Soft. Coding: **Long Coding** Shop #: **Imp: 011 WSC 01357**

Extra:   
Extra: **Geraet 00200**

Basic Functions These are "Safe"

Advanced Functions Refer to Service Manual !

Fault Codes - 02    Readiness - 15    Coding II - 11    Coding - 07  
 Meas. Blocks - 08    Advanced ID - 1A    Basic Settings - 04    Adaptation - 10  
 Supp. Codes - 18    Adv. Meas. Values    Output Tests - 03    Security Access - 16

Close Controller, Go Back - 06

Click coding

Ver.1.0.6.6 - 1K0-907-379-BJ | 19 Bytes long

Exit | LCode 2 | Help |

1) **114B400C492580FE880D02E4921E0142B70900**

2) Continue with [Arrow down] on keyboard / [ESC] will close LCode

3) **11 4B 40 0C 49 25 80 FE 88 0D 02 E4 92 1E 01 42 B7 09 00**

**Byte 17**    Binary: **00001001**

4)

Bit 2 ☐ Tire Pressure Monitoring (TPMS/PR-7K6) via Instrument Cluster (MY 2011+)

Bit 3 ☒ (Extended) Electronic Differential Lock (XDS - PR-UG3/UG4) active/installed

16ms

We will be coding these last two bytes If you haven't enabled XDS before you might as well enable it now... Its a nice feature. If you don't want to it's not essential for this to work. If you just enabled XDS save the code and come back to this screen.

Click LCode2 at the top of the window.

Ver.1.0.6.6 - LCode 2

Exit | Back to standard | LCode 2 | Help |

1) **114B400C492580FE880D02E4921E0142B70900**

2) Continue with [Arrow down] on keyboard / [ESC] will close LCode

3) **11 4B 40 0C 49 25 80 FE 88 0D 02 E4 92 1E 01 42 B7 09 00**

**Byte 17**    Binary: **00001001**

4) Bit 0 ☒  
 Bit 1 ☐  
 Bit 2 ☐  
 Bit 3 ☒  
 Bit 4 ☐  
 Bit 5 ☐  
 Bit 6 ☐  
 Bit 7 ☐

19 Bytes long

This is the first of the two bytes you will change. The one with XDS on the previous screen. Since its enabled on my car thats why bit 3 is checked. You will want to check bit 0. This is for PLA 2.0.

Click on the last byte.

NE  
Tech

Ver.1.0.6.6 - LCode 2

Exit | Back to standard | LCode 2 | Help |

1) 114B400C492580FE880D02E4921E0142B70950

2) Continue with [Arrow down] on keyboard / [ESC] will close LCode

3) 11 4B 40 0C 49 25 80 FE 88 0D 02 E4 92 1E 01 42 B7 09 50

Byte 18 Binary: 01010000

4) Bit 0 ☐

Bit 1 ☐

Bit 2 ☐

Bit 3 ☐

Bit 4 ☒

Bit 5 ☐

Bit 6 ☒

Bit 7 ☐

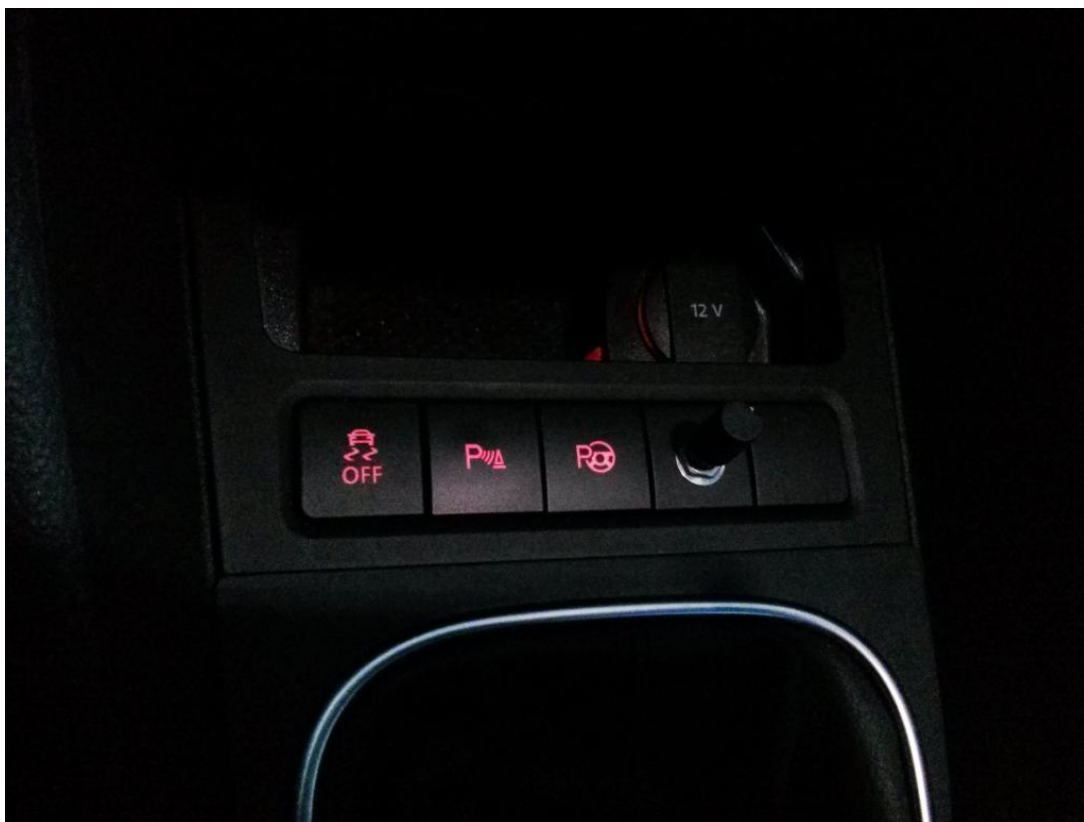
19 Bytes long

Check bits 4 and 6. This is for PLA 2.0 ABS sensors and will clear your idiot lights.

Exit out of the open coding windows and hit Do It! Coding for PLA 2.0 is now complete. Rejoice and go play with your new shiny button.

Here are the finished pictures of bumpers, buttons, and radio. The radio changes to park 360 (showing side sensors) when you start moving. Excuse the dirty car haha.







I will add a video or two once my replacement ABS Sensor gets here showing the car parking itself. I tried it a few times with the busted sensor but parallel it would end up halfway out in the street when it thought it was done and bay space was equally bad. The car did steer itself though lol.

*Last edited by gjas18; 08-25-2014 at 10:36 AM.*



Reply With Quote |

**tmiw**

Member

Join Date: Apr 27th, 2011  
Location: San Diego  
Posts: 385  
Vehicles: 2012 CW GTI  
Autobahn w/DSG

06-21-2014 08:32 PM **Reply** #19

Considering actually doing this but I don't have a garage. 😞 Good writeup though. 🙌

**2012 Candy White GTI w/Autobahn and DSG**



Reply With Quote |

**gjas18**

Junior Member

Join Date: Apr 4th, 2008  
Location: Littleton, CO  
Posts: 74  
Vehicles: 2012 Golf TDI Tech -  
2008 VW Rabbit 4dr (sold)

07-14-2014 12:35 AM **Reply** #20

Alright and the final thing... Does it park itself?

Why yes it does!

Parallel Parking  
[http://youtu.be/PsABB-AE\\_9Q](http://youtu.be/PsABB-AE_9Q)

Bay Space Parking  
<http://youtu.be/1A5aTp2LyRQ>



Reply With Quote |

**WickedMatt02**

Member



Join Date: Apr 9th, 2005  
Location: North Coast, Ohio  
Posts: 3,069


08-24-2014 03:16 PM **Reply** #21

So I finally got around to installing mine, and while the installations were similar, some parts were significantly different than the op's set up. I did not get a bold sport kit, mine was from aliexpress.com, and it was around \$220 shipped.

Firstly, I think mine was all oem parts, nothing looked like it was made aftermarket. Everything just clipped together, with the exception of the +12v and ground.

I drilled my holes out using a Bosch 11/16th inch spade bit. It was brand new and sharp. I drilled from the back of the bumper through the front at a low speed. Very clean and precise holes that fit great.

Vehicles: 2011 GTI (K04)



In the rear bumper, the wiring harness had a large grommet on it. That grommet pops out of the left center of the car's rear right by the spare. You remove the plastic one that's in there from the factory. Also, the lead on this wire is short, so the module goes in the rear of the car. So, no splicing into the license plate lights is needed and you don't put it through that grommet on the right.

The power and canbus wire is 100% the same as the install shown, but the wire is long and runs to the back of the car to the module. Also, it's completely unnecessary to remove the radio, you can fish the wires back behind the ashtray, since you already have it removed.


The lead running from the front bumper sensors comes in through the drivers side firewall, as the buzzer for the front is designed to be under the steering wheel. Makes it far more simple, and you know which way to clip the harness in the front. It only makes sense one way.

I hid the module behind the carpet on the drivers side along with the rear buzzer in the cargo area.


Thanks a ton to the op of the thread, I just had a different kit that seems to be oem.

HS Tuning

2011 CSG 6MT | CCTA | APR K04 | DXD STG 2 Daily | S3 FMIC | OEM LED Bi-xenon swap | OEM R LED Tails | S3 Shifter | Carbonio Stg 1 | 3" Downpipe | CIM Boost Gauge | 311 WHP @ 93 Octane 🇺🇸



Reply With Quote



gjas18

Junior Member

Join Date: Apr 4th, 2008

Location: Littleton, CO

Posts: 74

Vehicles: 2012 Golf TDI Tech - 2008 VW Rabbit 4dr (sold)

08-25-2014 10:34 AM

Reply

#22

Originally Posted by WickedMatt02

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Firstly, I think mine was all oem parts, nothing looked like it was made aftermarket. Everything just clipped together, with the exception of the +12v and ground.

I drilled my holes out using a Bosch 11/16th inch spade bit. It was brand new and sharp. I drilled from the back of the bumper through the front at a low speed. Very clean and precise holes that fit great.

In the rear bumper, the wiring harness had a large grommet on it. That grommet pops out of the left center of the car's rear right by the spare. You remove the plastic one that's in there from the factory. Also, the lead on this wire is short, so the module goes in the rear of the car. So, no splicing into the license plate lights is needed and you don't put it through that grommet on the right.

The power and canbus wire is 100% the same as the install shown, but the wire is long and runs to the back of the car to the module. Also, it's completely unnecessary to remove the radio, you can fish the wires back behind the ashtray, since you already have it removed.


The lead running from the front bumper sensors comes in through the drivers side firewall, as the buzzer for the front is designed to be under the steering wheel. Makes it far more simple, and you know which way to clip the harness in the front. It only makes sense one way.

I hid the module behind the carpet on the drivers side along with the rear buzzer in the cargo area.


Thanks a ton to the op of the thread, I just had a different kit that seems to be oem.

You are welcome! Sounds alot like the Park Assist install in my Golf instead of the Boldsport version in my friends car. I had to mount the module in the back and the kit was actually for a Passat since Autopark 2.0 never existed for the Mk6. There wasn't enough wire to reach the drivers side though so the buzzer went under the fuzzy trim piece on the passenger side dash. I also went under the carpet with my amp wires and through the ashtray.

Anyway congrats on the install... It isn't nearly as bad as the writeup makes it seem.



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saragon1

Member

Join Date: Jul 18th, 2014


Posts: 213

10-22-2014 04:38 AM


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#23

I purchased my pla 2.0 from Aliexpress as well. I am confused about one part when I wired up my buttons the pdc button lit up while the steer assist did not. I have not complete the rear sensors so can't test. Does yours light up?



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saragon1

Member

Join Date: Jul 18th, 2014

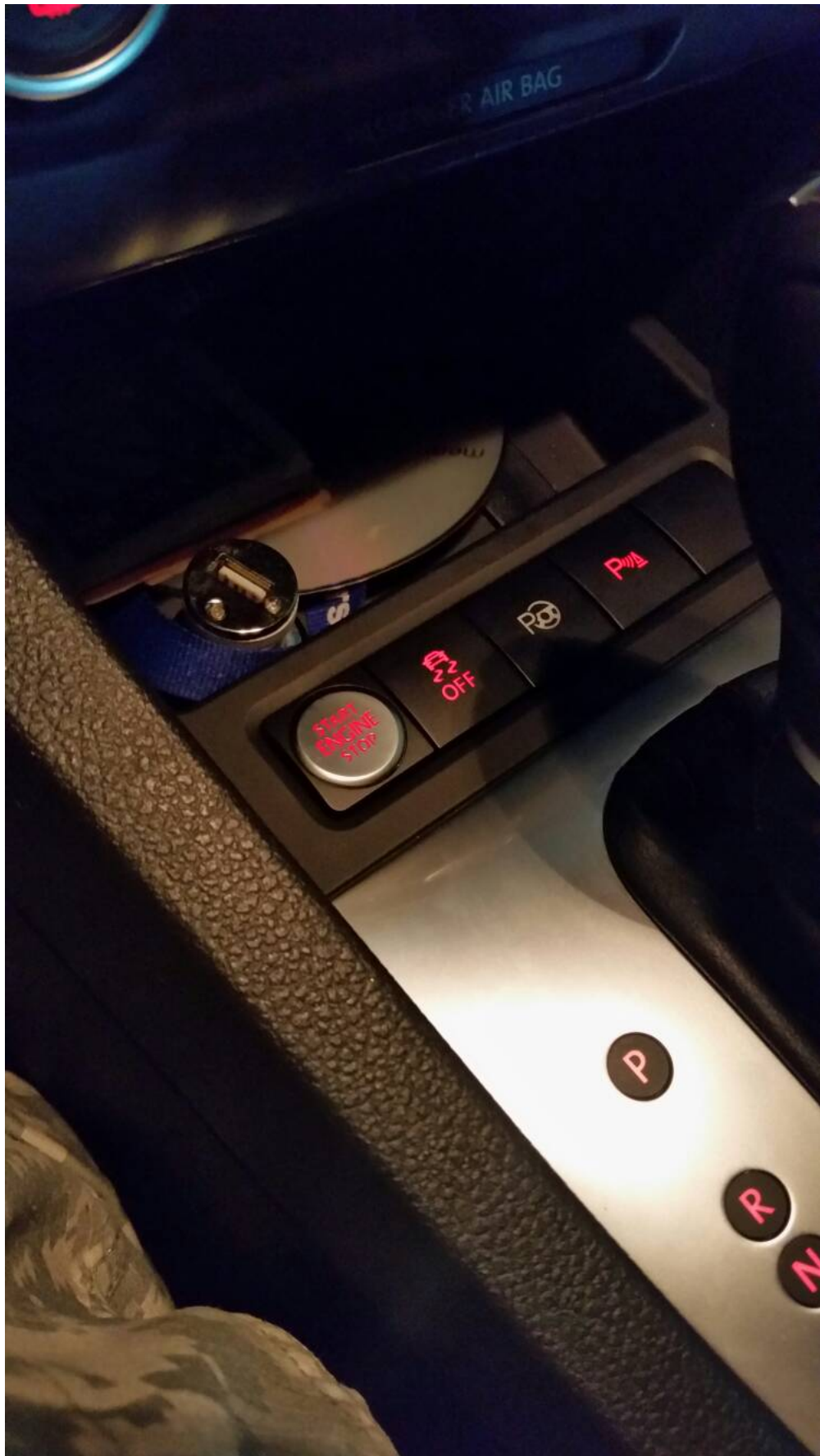
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10-22-2014 04:43 AM

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#24

Here is what I'm taking about.



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**gjas18** ▢

Junior Member

Join Date: Apr 4th, 2008  
Location: Littleton, CO

10-25-2014 12:55 AM

[Reply](#)

#25

Originally Posted by **saragon1** ▢

Posts: 74  
Vehicles: 2012 Golf TDI Tech -  
2008 VW Rabbit 4dr (sold)

*I purchased my pla 2.0 from Aliexpress as well. I am confused about one part when I wired up my buttons the pdc button lit up while the steer assist did not. I have not complete the rear sensors so can't test. Does yours light up?*

Yes it should light up. Check the module for errors with vcds. I had to shave tabs off the wires to the buttons as the kit is not for the Golf and didn't have the correct keying for the Golf buttons. Make sure you have the correct plug in the correct button. Also check to see if there is possibly a 2nd connection for button lighting. Mine only had one but I imagine that could differ.

Start-Stop button in the center console!? How did you do that madness?? I hate the location of mine... Where the key is supposed to go, also having to hold it down to start is the most asinine thing i've seen VW do on the MkVI

Last edited by gjas18; 10-25-2014 at 01:01 AM.



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