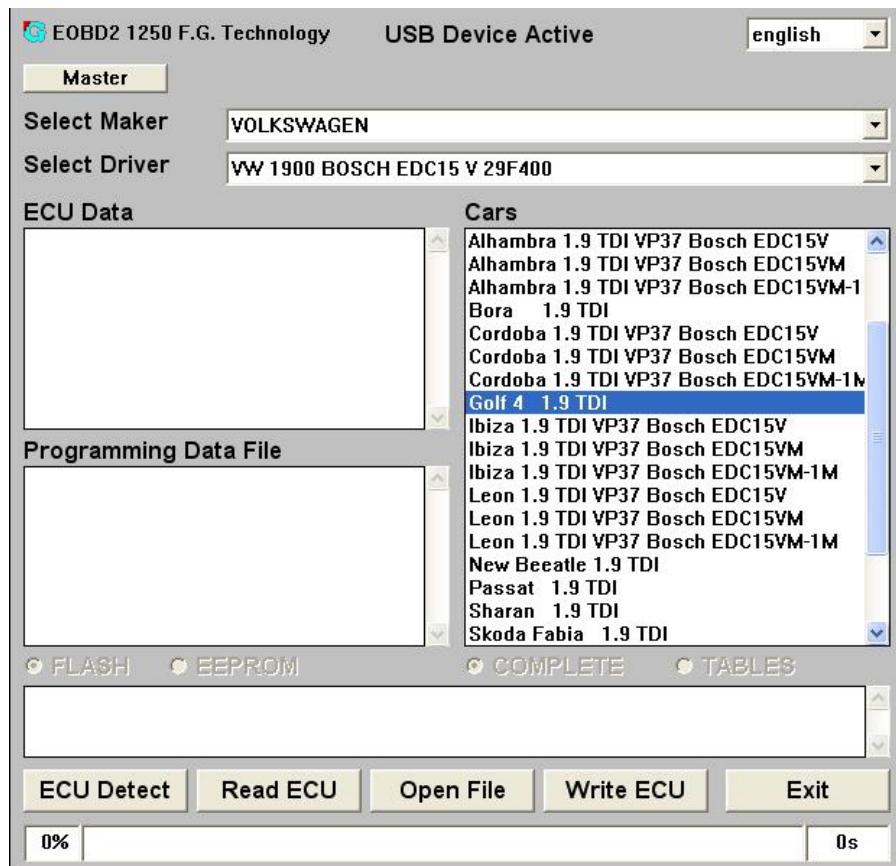


GALLETTO 1250 USER GUIDE

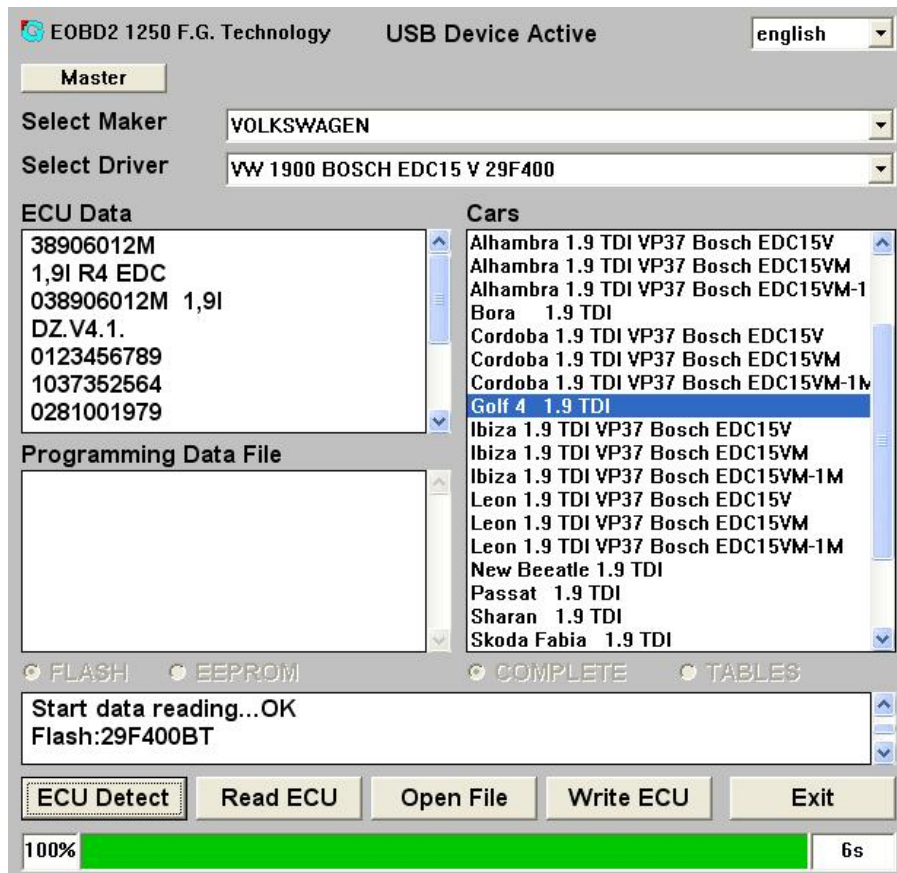
The main benefit of this tool is that it does the EDC16 ecu models , where the kwp2000 only covers edc15. This article is a sort of howto on using the tool and what you can do to ensure stability of operation.

First you take the precautions as described in the kwp2000 article on this site. This means stable operating system on a fully charged laptop (preferably hooked up to charger), a car with a good battery and a charger hooked up, fuses of the radiator fan removed and a good tune file ready or the means to make one.

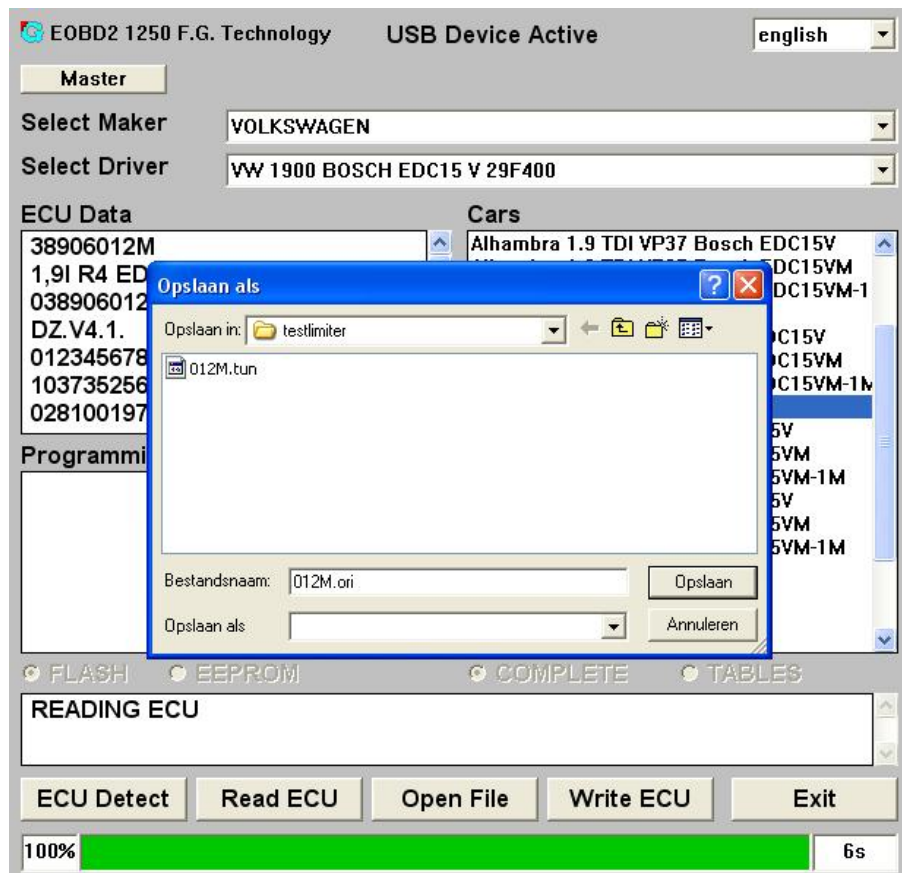
Connect the galletto 12.50 to the obdII plug of the car and your laptop. Set the ignition switch in the on position and start the software. You now select the brand and model of the ecu. In the list on the bottom right you should be able to see your car.



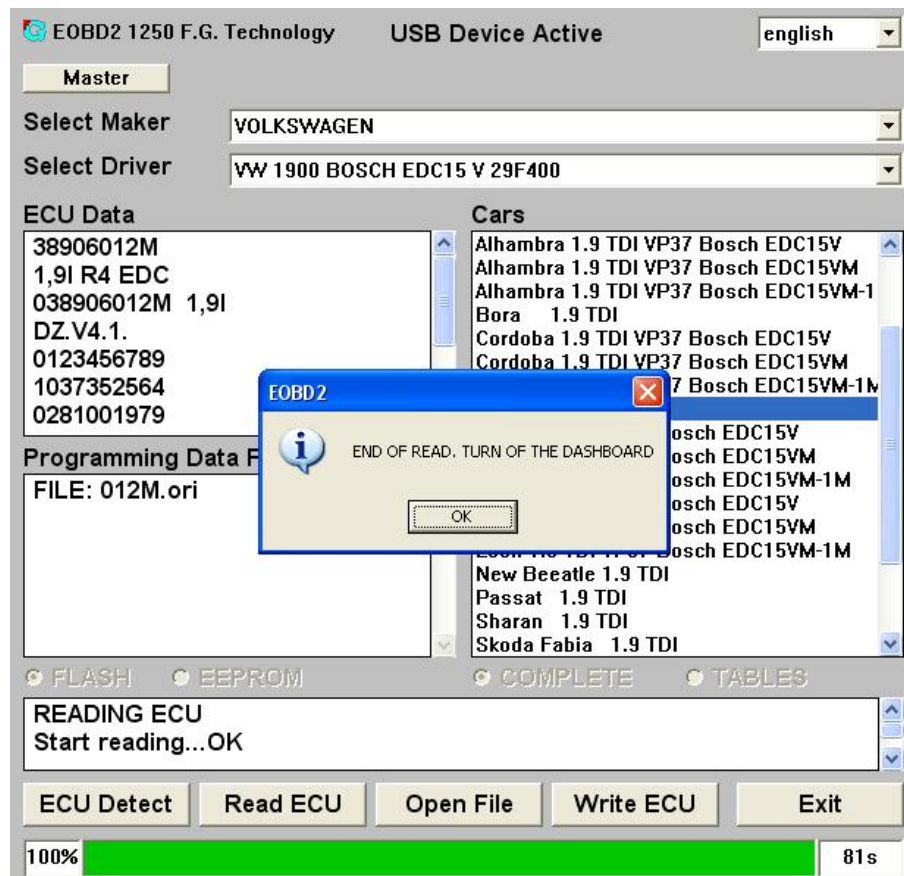
The ECU DETECT button will look inside the ecu and pull some data out like : manufacturer code, software number and hardware number, you often get the kind of eeprom that was used for the memory too. In this case AM29F400BT :



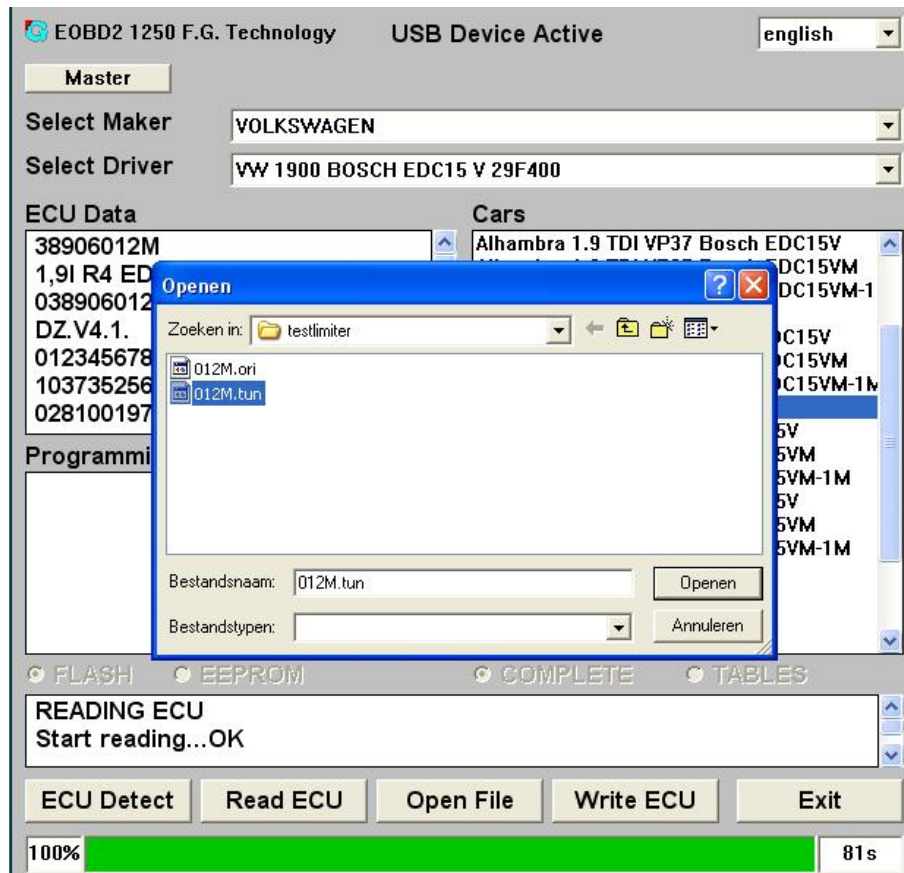
You can now press the READ ECU button, and you will be asked for a location and name to save the original file. ALWAYS save the original file, you might want to revert the car back to stock later on.



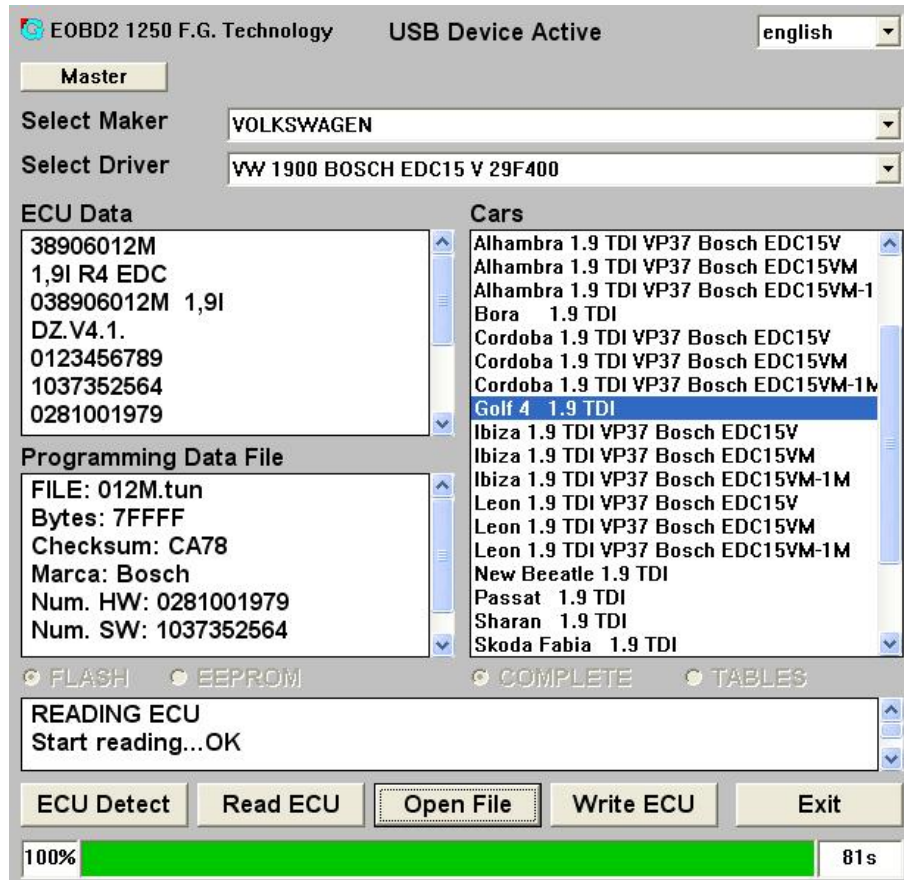
When the read is complete and the file is saved, the software tells you to turn off the ignition key and turn it back on.



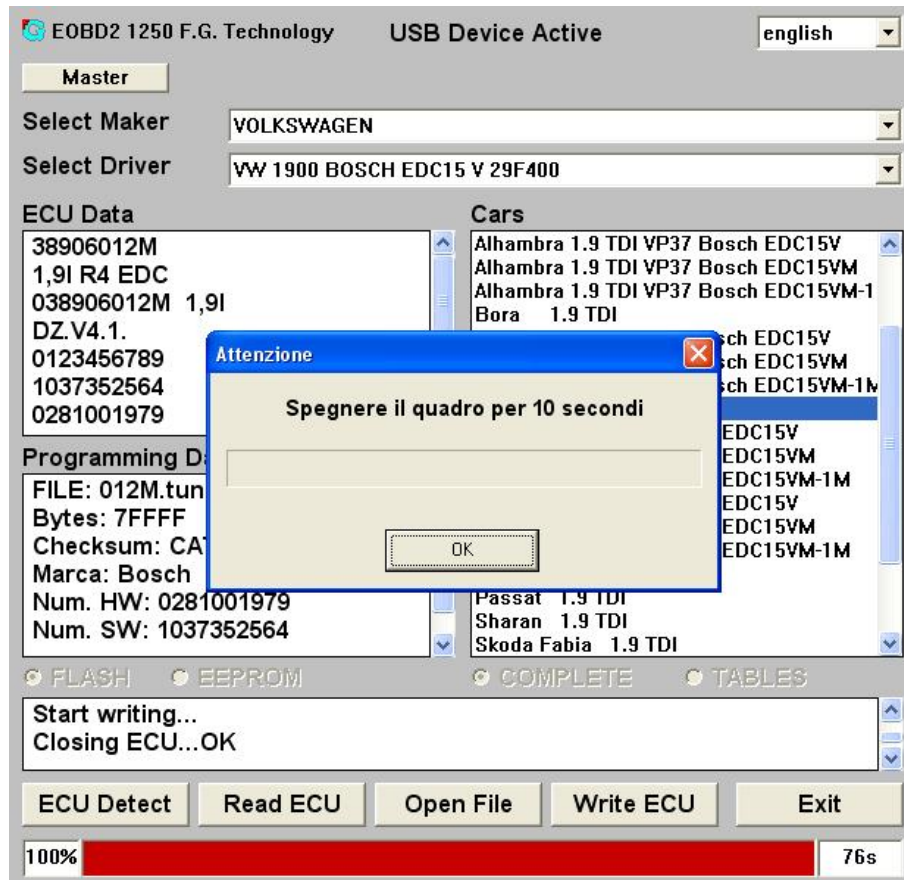
When you press the OPEN FILE button you can choose the file you want to flash into the car :



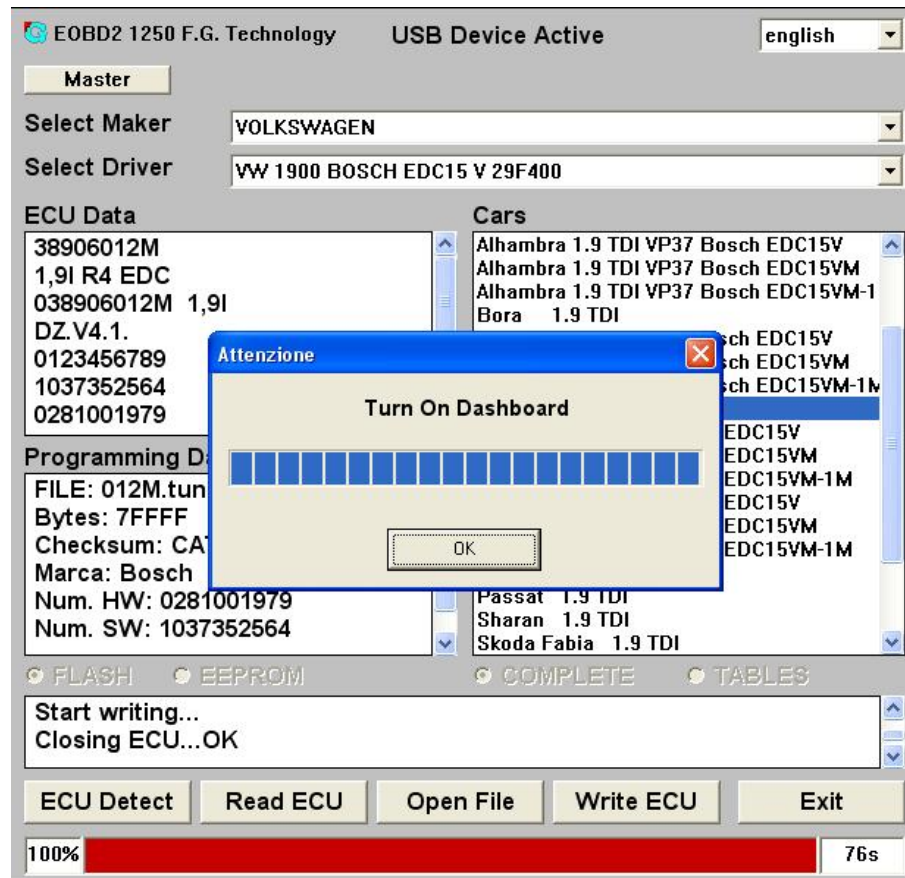
Carefully check that the hardware and software numbers of the files match, so you don't flash the wrong software into the car. Then when ready press WRITE ECU :



The tool will now start with initializing the ecu, erasing the old software and writing the new software into the car. When it is done you get this screen telling you to shut off the ignition for 10 seconds :



You now get the screen that tells you to turn the ignition key on, car flashed and ready to go



Sometimes you get errors while trying to read, it will lock up halfway or you can't write to the ecu. In this case you should try by removing the fuses in the dashboard that are related to the instrument cluster. If that doesn't fix it, then you can go with the below option. Bench flashing.



All we do with benchflashing is use a plug that fits on the ecu (or loose wires for the die hard oldschoolers) and we supply the ecu with 12 volts power and we get the dataline in there too. Easiest and most fool-proof is the cable as pictured above, a female obdII plug and the edc15 plug along with the +12v and 0v alligator clips to go on the psu.

Flashing an ecu this way you will bypass the problems of powersurges etc and it's the safest way to do it. If you do it inside the car, get the scnd plug off the ecu off too, as the things connected to it will drain current as well.

