

DPF Monitor PRO

User Manual



10092026 v2.2

MATWAY ELECTRONICS 2026

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1. General information

DPF Monitor PRO is a touchscreen vehicle-parameter monitor that works with a compatible OBD2 BLE adapter. Dedicated vehicle profiles are available for individual makes and engine families.

This manual describes how to use DPF Monitor PRO with software v1.2.0, including the current CFG menu, service functions, vehicle profiles and oil-change interval handling.

The current list contains 88 profiles across the KIA/HYUNDAI, VAG, PSA, VOLVO, FORD, OPEL, HONDA, TOYOTA, BMW and IVECO families, plus the universal OBD2 profile. The available data depends on the selected profile and the equipment of the specific vehicle.

- **MAIN** – basic engine and vehicle operating parameters.
- **DPF / FAP / GPF** – particulate-filter parameters and regeneration status.
- **TPMS** – tyre pressure and temperature in supported KIA/HYUNDAI profiles.
- **INJEC** – injection data or fuel-pressure data in profiles that provide them.
- **DIAG** – additional diagnostic parameters in the Honda profile.
- **DTC** – reading and clearing fault codes according to the capabilities of the selected profile.
- **CFG** – configuration of the device, display, sound, profile, colours, odometer and updates.
- **VAG** – additional DPF 1 / DPF 2 screens and automatically enabled DSG1 / DSG2 screens after a supported transmission is detected.

Important: If a specific ECU does not provide a parameter, the corresponding field will show N/A.

2. Power supply and OBD2 BLE adapter

The monitor must be powered with a stable 5 V DC supply through the USB-C port.

- **maximum current draw: below 280 mA**
- **recommended USB power supply: at least 500 mA available**
- **the device is intended for use inside the vehicle, in a dry location**

A compatible OBD2 BLE adapter is required. Supported devices include adapters from the vGate / vLinker family and other compatible BLE devices intended for OBD2 diagnostics.

During normal operation, do not connect the same adapter to another phone application at the same time, as this may interrupt communication with the monitor.

3. First start

1. Switch the vehicle ignition on.
 2. Plug the OBD2 BLE adapter into the diagnostic socket.
 3. Connect power to the monitor.
 4. Wait until the BLE device scan is complete.
 5. Press and hold the correct adapter in the list for about 2.5 seconds. A short countdown is shown while you hold it.
 6. After the main screen appears, go to CFG -> PROFILES.
 7. Select the manufacturer, engine family and correct profile. Save the selected item by holding it for about 2.5 seconds.
- If the adapter does not appear in the list, wait until scanning is complete and use RESET to scan again. Some adapters may need a few extra seconds to initialize fully after connection.

3.1. Ignition messages

If the device does not receive valid data from the vehicle, it may display the message: SWITCH IGNITION ON. The message appears when valid data required by the current screen has not been received for a defined period. You can close the window by tapping outside the message.

4. Navigation and screens

The bottom bar switches between screens. The names of the second and third tabs depend on the selected vehicle family.

In VAG profiles, DPF1 and DPF2 are two pages of the same DPF screen, while DSG1/DSG2 are additional MAIN pages shown after a supported transmission is detected. In BMW DDE6_B, the DPF screen may also have two pages. *The available screens depend on the specific profile; for example, Hyundai DCM7.1AP uses INJEC instead of TPMS, while the OBD2 profile has a limited diagnostic range.

Family	1	2	3	4	5
KIA/HYUNDAI CRDi	MAIN	TPMS*	DPF	DTC	CFG
KIA/HYUNDAI T-GDI	MAIN	TPMS	GPF	DTC	CFG
VAG	MAIN / DSG1 / DSG2	INJEC	DPF1 / DPF2	DTC	CFG
PSA	MAIN	INJEC	FAP	DTC	CFG
VOLVO	MAIN	INJEC	DPF	DTC	CFG
FORD	MAIN	INJEC	DPF	DTC	CFG
OPEL	MAIN	INJEC	DPF	DTC	CFG
BMW	MAIN	INJEC	DPF*	DTC	CFG
IVECO	MAIN	INJEC	DPF	DTC	CFG
HONDA	MAIN	DIAG	DPF	DTC	CFG
TOYOTA	MAIN	INJEC	DPF	DTC	CFG
OBD2	MAIN	—	—	DTC*	CFG

5. MAIN screen

MAIN shows the most important vehicle operating parameters. A typical set includes coolant temperature, oil temperature, engine speed, vehicle speed, engine load and system voltage.

In many profiles, in addition to vehicle-specific data, the monitor can also use standard OBD2 parameters. If a value is not available in the selected vehicle, N/A is displayed.

5.1. Oil-change counter

At the bottom of the MAIN screen there is an “OIL CHANGE IN:” field. It shows how many kilometres remain until the next oil change.

If the selected profile supports odometer reading, the monitor can use it for the oil-change counter. If the odometer value shown by the monitor differs from the vehicle's odometer, you can set a CORRECTION in CFG -> OIL -> INTERVAL.

CORRECTION is used to match the odometer value shown by the monitor to the value displayed by the vehicle.

Do not enter only the difference. In the CORRECTION field, enter the full current odometer reading shown by the vehicle.

Example: the monitor reads 240480 km and the vehicle odometer shows 240526 km. In CFG -> OIL -> INTERVAL select CORRECTION and enter 240526. From then on, the monitor will display the odometer value matching the vehicle.

Changing the odometer correction does not change the configured oil interval and does not start a new interval.

After the oil interval is saved, the monitor starts counting from the current odometer reading.

After the next oil change, use CFG -> OIL -> RESET if the interval length is to remain unchanged.

If you want to change the interval length, use CFG -> OIL -> INTERVAL again.

Example: with a 10000 km interval, after driving 1250 km since the oil change, the MAIN screen will show “OIL CHANGE IN: 8750 km”.

Changing the odometer correction does not change the number of kilometres driven since the oil change. The correction affects only the odometer value displayed by the device.

If the interval is exceeded, the value may become negative, e.g. -350 km. If no current odometer reading is available, the counter may temporarily show N/A.

5.2. Oil counter colours

Remaining distance range	Colour
above 1000 km	white
1000 km to 501 km	yellow
500 km or less	red
negative values	red

5.3. AdBlue information

In BlueHDi profiles equipped with an SCR system, the monitor shows the remaining AdBlue-related distance on the MAIN screen. As the remaining distance decreases, the warning changes colour and flashing frequency to make the need to refill AdBlue increasingly clear.

AdBlue warning behaviour for supported BlueHDi profiles:

Remaining distance	Indication colour	Warning indication
above 2400 km	white	no additional flashing
501–2400 km	orange	MAIN flashes every 5 seconds
101–500 km	red	MAIN flashes every 5 seconds
0–100 km	red	MAIN flashes every 1 second

The shorter the remaining distance, the more frequently the MAIN-screen warning is shown.

In software v1.2.0, CFG -> SCREEN -> ADBLUE STATUS allows AdBlue/SCR information to be enabled or disabled. The default setting is ON.

With ADBLUE STATUS = OFF, the monitor hides the AdBlue indication on MAIN and disables AdBlue-related warnings. This setting is useful in vehicles where AdBlue information should not be displayed.

With ADBLUE STATUS = ON, the monitor can again display AdBlue information in profiles that support it. If the relevant information is not available in the vehicle, the field will not be shown.

6. DPF / FAP / GPF screen

The filter-screen name depends on the profile: DPF for most diesel engines, FAP for PSA and GPF for petrol T-GDI profiles. Typical parameters include soot level, differential pressure, temperatures, distance since the last regeneration, ash/deposits and additional values specific to the particular ECU.

The available regeneration states depend on the selected vehicle profile. The following states may be shown:

- **ACTIVE – filter regeneration is in progress.**
- **PASSIVE – passive filter cleaning is in progress.** This state is informational and is not treated in the same way as an active regeneration.
- **COOLING – regeneration has finished, but the exhaust-system temperature is still elevated.**
- **OFF – regeneration is not active.**
- **FAIL – an interruption of an active regeneration has been detected, if the profile allows this to be determined unambiguously.**
- **UNKNOWN – the monitor is waiting for a sufficient set of fresh data.**
- **N/A – the value is not available in the selected vehicle or the monitor is still waiting for it to be read.**

During an active regeneration, the DPF/FAP/GPF button flashes. In VAG profiles, the DPF screen is indicated regardless of whether DPF1 or DPF2 is currently displayed. If automatic LCD sleep is enabled, the start of an active regeneration can wake the display and switch the monitor to the filter screen.

7. Prediction of the next regeneration and time to finish

7.1. CALCULATED IN

In profiles that support prediction, the monitor shows an approximate distance to the next regeneration. The prediction learns the vehicle's behaviour over successive cycles and may become better matched to the actual intervals between regenerations over time.

After a new cycle starts, after the device is restarted, or while the data is still unstable, CALCULATING may be displayed. The monitor is then waiting for sufficiently stable data.

7.2. SOOT LIMIT / DPF LOAD LIMIT

For some profiles, SOOT LIMIT or DPF LOAD LIMIT is available in CFG -> SCREEN. The value should correspond to the level at which the vehicle normally starts an active regeneration. The unit depends on the profile and may be g, g/l or %.

To improve the accuracy of the "CALCULATED IN" counter, observe several regenerations and note the soot value at which active regeneration begins. Then set a similar value in CFG -> SCREEN -> SOOT LIMIT / DPF LOAD LIMIT. Example: if the vehicle usually starts regeneration at about 21.5 g of soot, set the limit to about 21.5 g. This will make the predicted distance to the next regeneration better matched to the specific vehicle.

7.2.1. LOWER SOOT THRESHOLD

In profiles that support this function, LOWER SOOT THRESHOLD appears in CFG -> SCREEN. It is an additional setting used by the regeneration counter after a completed regeneration. It does not start regeneration. The unit matches the selected profile.

7.3. TO FINISH

During an active regeneration, selected profiles show the approximate TO FINISH time. This is a dynamic estimate based on the progress of the current regeneration. If the monitor does not yet have enough data, N/A is displayed.

8. KIA / HYUNDAI – CRDi

In the KIA/HYUNDAI menu, diesel profiles are separated from petrol profiles. The following CRDi profiles are available:

- i40 16-19
- DCM7.1AP
- i40 11-15
- ix35 11-15
- 1.1 / DCM3.7AP
- 1.4 / DCM3.7AP
- 1.4 / 1.6 / EDC
- i40 1.6 CRDi / NEW ECU U3
- 2.2; 3.0 CRDi / MD1CS012

In the i40 16-19 profile, after a supported 7DCT transmission is detected, MAIN may have 7DCT1 and 7DCT2 pages. CFG -> SCREEN -> AUTO TCM SWITCH can automatically switch between these two pages approximately every 5 seconds.

Depending on the profile, the DPF screen can show, among other things, soot level, differential pressure, temperatures, distance since the last regeneration, odometer, exhaust-gas flow, additional loading indicators and regeneration status.

8.1. Soot level

Soot is displayed in the format xx.xxg/xx%. For this profile, 18 g = 100%.

Soot range	Colour	Example
below 17 g	white	8.50g/47% — white
from 17 g	yellow	17.20g/96% — yellow
from 19 g	LIMIT COLOR	19.10g/106% — limit colour

LIMIT COLOR is configured separately in CFG. By default, it corresponds to the colour used when the high soot level is exceeded.

9. KIA / HYUNDAI – T-GDI

Petrol T-GDI profiles use the GPF screen. The following profiles are available:

- 1.4; 1.5 / CPEGD2.20
- 1.6 / CPEGD2.20
- 1.6 / CPEGD4.20.1

The monitor displays the GPF parameters available from the ECU.

The 1.6 / CPEGD4.20.1 profile displays the native GPF level on a stepped 0/7–7/7 scale. For this profile, the distance prediction to the next regeneration and the learned TO FINISH time are disabled; the remaining confirmed data and regeneration status operate according to the profile.

10. VAG – profiles, engine codes and AUTO

VAG is divided into the EA188, EA189, EA288, EA288 EVO, EA897 and EDC16 families. The easiest way to select the correct profile is the AUTO function, which reads the engine code and automatically selects the appropriate VAG profile.

To use automatic VAG profile selection:

1. Switch the ignition on and wait for the monitor to connect to the OBD2 adapter.
 2. Go to CFG -> PROFILES -> VAG.
 3. Press and hold AUTO to start vehicle identification.
 4. Wait for the process to finish. After the engine code is identified, the monitor will select the appropriate profile.
- If AUTO does not identify the vehicle, the profile can be selected manually using the engine code and the table below.

VAG AUTO: go to CFG -> PROFILES -> VAG, then press and hold AUTO. The monitor will read the engine code and select the appropriate profile.

10.1. EA188

Profile	Supported engine codes
BMN 2.0 TDI	BMN

10.2. EA189

Profile	Engine codes
EA189 1	CFFB, CFGC, CJCA, CJC B, CJCC, CJCD, CSHA, CLAB, CGLC, CGLB, CAAC, CAAB, CFGB*
EA189 2	CAYA, CAYB, CAYC
EA189 3	CFJB, CFGB*
EA189 4	CAGA, CAHA
EA189 5	CAYD
EA189 6	CFHD, CFHC, CFHA
EA189 7	CFWA
EA189 8	CFCA

10.3. EA288

Profile	Engine codes
EA288 1	CUNA, CRMB, CUPA, CRLB, DCXA
EA288 2 A	DETA, DEUA, DFGA, DGDA, DGDB, DJGA, DCZA, DFHA, DFFA
EA288 2 B	DETA, DEUA, DFGA, DGDA, DGDB, DJGA, DCZA, DFHA, DFFA
EA288 3	CRUA, DFCA, CRKB, DFHA*, DFFA
EA288 4	CRBC, CLHA, CKFC
EA288 4+	CLHA, CRBC, CFFB, CFGC, CJCA, CJC B, CJCD, CSHA, CLAB, CGLC, CGLB, CFGB, CFHD, CFHC, CFHA, CUNA, CRMB, CUPA, CRLB, DCXA, DFSB, DFGA, DFLA, DCYA, DBG C, CUUB, CUAA, DFSF, CNHA, DLUB, CFCA, CFGB, CFJB, CRUA, DFFA, DFCA, CRKB, DBG C
EA288 5	DGTE, DGTA, DGT D, DAUA, CXHA
EA288 6	CXHA, DAVA
EA288 7	DAVA
EA288 8	CXFA
EA288 9	CXHA
EA288 10	CXXA, CXXB, CUSA, CUSB, CUTA, DDYA, CXFA
EA288 11	DFSB, DFLA, DCYA, CUUA, CUUB, CUAA, DFSF, CNHA, DLUB, CSUD, DFEA, DBG C, DDDA

10.4. EA288 EVO

Profile	Engine codes
EA288 EVO 1	DTUA
EA288 EVO 29bit	DTUA
EA288 EVO 2	DNAA
EA288 EVO 3	DTTC, DTUA, DTRC, DTPA, DSRB, DXRC
EA288 EVO 4	DTTC, DTUA, DTRC, DTPA, DSRB, DXRC
EA288 EVO 3 29bit	DXPA, DXPB, DTUA, DSUD, DXNB, DTTC
EA288 EVO 4 29bit	DXPA, DXPB, DTUA, DSUD, DXNB, DTTC

10.5. EA897

Profile	Engine codes
V6 3.0 TDI GEN2	CDUC, CDUD
V6 2.7 / 3.0 TDI	CAPA, CCWA
EA897 EVO	CRTD, CRTE, CRTF, CZVA, CZVB, CZVC, CZVD, CZVE, CZVF
EA897 2	CRCA, CGQB

10.5.1. Additional KWP / EDC16 profiles

The current software also includes separate KWP EDC17CP14 and 3.0 V6 TDI EDC16CP34 profiles. Treat them as separate profile entries and select them according to the engine code, or use VAG AUTO if the vehicle is identified.

10.6. DPF 1 screen

The DPF 1 screen shows the basic parameters related to filter loading and regeneration history.

Parameter	Meaning	Format / unit
CALCULATED SOOT LEVEL	Soot mass calculated by the ECU together with the loading percentage.	g / %
MEASURED SOOT LEVEL	Measured soot mass. The value may be negative and is displayed without a percentage.	g
DISTANCE SINCE LAST REGEN.	Distance driven since the last DPF regeneration.	km
TIME SINCE LAST REGEN.	Time elapsed since the last regeneration.	whole minutes
DIFFERENTIAL PRESSURE	Pressure difference before and after the DPF.	hPa
OIL ASH	Calculated ash amount together with the percentage of the limit used.	g / %

Example values: calculated soot 13.95g/58%, measured soot -0.80g, time since the last regeneration 361 min, differential pressure 11 hPa and ash 24.98g/31%.

10.7. DPF 2 screen

The DPF 2 screen shows additional filter and engine operating parameters.

Parameter	Meaning	Format / unit
DPF TEMP. IN	Temperature before the DPF.	°C
DPF TEMP. OUT	Temperature after the DPF.	°C
EGR	EGR closing percentage. Depending on the profile, this may refer to the low- or high-pressure EGR system.	%
FUEL POST-INJECTION 2	Second fuel post-injection value.	mg/str
FUEL POST-INJECTION 3	Third fuel post-injection value.	mg/str
REGEN. DURATION	Duration of the current or last completed regeneration, depending on the ECU.	whole minutes

The available data depends on the selected ECU variant. Unsupported parameters remain N/A.

10.8. Automatic DPF page switching

For VAG profiles, CFG -> SCREEN includes the AUTO CHANGE ON/OFF function. When set to ON, the device automatically switches DPF1 -> DPF2 -> DPF1 approximately every 10 seconds.

- Automatic switching works only while the DPF screen is currently displayed.
- Switching stops when you go to MAIN, INJEC, DTC or CFG.
- Manually switching to DPF 1 or DPF 2 starts a new countdown of approximately 10 seconds.
- The function is paused while the LCD is off and while OBD2/ignition messages or other pop-up windows are displayed.
- The AUTO CHANGE setting is stored in device memory; it is OFF by default.

10.9. VAG EA288 soot level

Calculated soot is displayed in the format xx.xxg/xx%. Measured soot is displayed only in grams, without a percentage.

Calculated soot range	Colour	Example
below 23 g	white	12.40g/52%
23–23.99 g	yellow	23.20g/97%
from 24 g	LIMIT COLOR	24.00g/100%

At 24 g and above, the monitor uses the colour configured in CFG as LIMIT COLOR. This setting changes only the colour of the soot-level value within this range.

10.10. VAG EA288 oil ash

Ash is displayed in grams and as a percentage. The limit depends on the selected profile and the data provided by the ECU; in most supported variants it is approximately 80 g.

Ash range	Colour	Example
below 70%	white	45.4g/57%
70–89%	yellow	56.0g/70%
from 90%	red	72.0g/90%

11. VAG – DSG support

After a VAG profile is started, the monitor checks whether the vehicle has a supported transmission. DSG1 and DSG2 screens appear only after the transmission is correctly identified. Supported transmissions include DQ200, DQ250, DQ381, DQ500 and compatible DL382/DQ382 variants.

The same engine profile can work with different supported transmissions. The user does not need to select the DSG type manually in CFG.

11.1. DQ250 / DQ381 / DQ500

DSG1	DSG2
clutch 1 temperature	clutch 1 – requested
clutch 2 temperature	clutch 1 – actual
current gear	clutch 1 – difference
transmission oil temperature	clutch 2 – requested
active clutch	clutch 2 – actual
status	clutch 2 – difference

11.2. DQ200

DQ200 uses dry clutches, so the second screen does not display clutch-pressure values in the same way as wet-clutch DSG transmissions.

DSG1 – DQ200	DSG2 – DQ200
clutch 1 temperature	K1 position 1
clutch 2 temperature	K1 position 2
current gear	K1 correction
mechatronics pressure	K2 position 1
active clutch	K2 position 2
status	K2 correction

MAIN / DSG1 / DSG2 operate as three pages of the same view. Returning to MAIN shows engine data again, while switching to DSG shows transmission data.

11.3. AUTO TCM SWITCH

In VAG profiles that support automatic transmission pages, CFG -> SCREEN -> AUTO TCM SWITCH is available. When set to ON and the user is on DSG1 or DSG2, the monitor switches DSG1 <-> DSG2 approximately every 5 seconds. The function does not automatically return to MAIN. Manually changing the transmission page starts a new countdown.

AUTO TCM SWITCH is stopped or paused when the user leaves MAIN/DSG, the screen is off, a message is being played, or a window requiring user interaction is active. The setting is stored in memory and is OFF by default.

12. PSA

PSA profiles use the FAP screen and the INJEC diagnostic tab. The following profiles are available:

- PSA 1.6 HDi SID807 / EVO
- PSA 1.6 HDi SID807EVO ASX
- PSA 2.0 HDi / DCM3.5 BR2
- PSA 2.0 HDi/eHdi / DCM3.4
- PSA 2.0 BlueHdi / DCM6.2 + DCM7.1
- PSA 1.5 BlueHdi / MD1CS003
- PSA 1.6 BlueHdi / EDC17C60
- 2.2 HDi / EDC17CP42

In the PSA 1.6 HDi SID807 / SID807 Evo profile, the FAP screen shows, among other things:

- FAP PRESSURE
- SOOT LOAD
- LAST REGENERATION BEFORE
- DEPOSITS IN FAP together with the percentage CINDER COUNT
- FAP TEMP
- FAP LIFE LEFT

On-screen parameter	Meaning	Format / unit
FAP PRESSURE	pressure difference across the FAP	mbar / hPa
FAP TEMP	FAP temperature	°C
FAP LIFE LEFT	estimated remaining distance / FAP life	km
LAST REGENERATION	distance since the last regeneration	km
DEPOSITS IN FAP	deposits in the FAP and percentage Cinder count	g / %
SOOT LEVEL	soot mass in the FAP	g/l

In the remaining PSA profiles, the available data depends on the vehicle and may include additional temperatures, pressure, soot, deposits/ash, distance since regeneration, filter life and regeneration status. In BlueHdi profiles, the monitor may additionally show AdBlue information on the MAIN screen.

INJEC shows injector corrections or requested and actual fuel pressure, depending on the parameters available from the ECU.

For the 1.5 BlueHdi / MD1CS003, 1.6 BlueHdi / EDC17C60 and 2.0 BlueHdi / DCM6.2 + DCM7.1 profiles, CFG -> SERVICE -> FUNCTIONS provides STOP/START control. Details and required conditions are described in the CFG chapter.

13. VOLVO

Five separate Volvo profiles are available:

- SPA
- VEA
- P3
- P2
- D2 1.6

13.1. SPA

Profile for the newer Volvo architecture. In addition to MAIN, INJEC and DPF, it can show AdBlue data when available in the vehicle.

13.2. VEA

Profile for engines from the VEA family. It has its own MAIN, INJEC and DPF data set, independent of SPA.

13.3. P3

Profile intended for the Volvo P3 platform with D5244T* engine family. It shows, among other things, basic MAIN data, requested/actual fuel pressure and DPF parameters: differential pressure, soot level, DPF temperature, odometer, distance since the last regeneration and loading percentage. It also supports prediction of the next regeneration and an approximate time to finish an active regeneration.

Important – distance since the last regeneration: the Volvo P3 ECU does not provide a ready-made distance-since-last-regeneration value. DPF Monitor PRO calculates it after observing a complete regeneration. For the function to start working correctly, an odometer reading must be available and the monitor should remain connected throughout the full regeneration cycle until it finishes.

Before the first observed regeneration, it is recommended to go to CFG -> OIL -> INTERVAL, use READ ODOMETER and configure the oil interval. After a complete regeneration finishes, the monitor will save the reference point and begin counting the distance. If these conditions are not met, the field may remain N/A until the next complete regeneration.

13.4. P2

The Volvo P2 profile has its own MAIN, INJEC and DPF screens. The available parameters depend on the vehicle version; unavailable values remain N/A.

13.5. D2 1.6

Separate profile for Volvo D2 1.6 with its own MAIN, INJEC, DPF and DTC screens.

14. FORD

- 2.0 EcoBlue / SID212/212EVO
- 1.5 EcoBlue / MD1CS005
- DW10C / DCM3.5
- DW10F
- 1.6 TDCi DV6 / SID807/EVO
- 1.6 TDCi DV6 / SID206
- 2.2/3.2 TDCi PUMA / SID208 / SID209
- DW10 / SID803 / SID803A

Ford profiles use MAIN, INJEC and DPF screens. Depending on the ECU, the monitor shows, among other things, soot level/DPF load, temperatures, differential pressure, distance since regeneration, glow-plug status during regeneration, fuel pressure and injector corrections.

15. OPEL

- A16DTH / B16DTH / GM / HSCAN
- B20DTH / E98 2.0D
- VIVARO
- A13DTH / E98 1.3D
- A20DT*
- A17DT*
- Z19DT*
- Z19DTH_X

A16DTH/B16DTH, B20DTH, VIVARO, A13DTH, A20DT*, A17DT*, Z19DT* and Z19DTH_X are separate profiles. Select the profile by engine code/vehicle designation, not solely by engine capacity.

16. HONDA

The 1.6 i-DTEC profile uses MAIN, DPF and DIAG screens. DIAG can show additional information such as fuel temperature, accelerator-pedal position, electrical load, MAF, oil data and regeneration-related parameters, depending on availability in the vehicle.

17. TOYOTA

The 1.4 D-4D profile has dedicated MAIN, INJEC and DPF screens. The available range includes engine parameters, injection-system data and DPF information provided by the ECU.

18. OBD2, BMW and IVECO

18.1. OBD2 profile

The OBD2 profile is used to read basic standard parameters when a manufacturer-specific profile is not required for the vehicle. The monitor checks the availability of typical OBD2 data and shows supported values on the MAIN screen.

The OBD2 profile does not replace a dedicated manufacturer profile for DPF/FAP/GPF, INJEC or TPMS parameters.

18.2. BMW

The current software includes BMW DDE8, DDE7, DDE7_KWP_N47, DDE7_KWP_N57, DDE9, DDE6_A, DDE6_B and DDE6 MINI PSA profiles. The profiles use MAIN, INJEC, DPF and DTC screens; the data range and number of cylinders/pages depend on the ECU.

18.3. IVECO

The IVECO Daily 2.3 F1A profile supports MAIN, INJEC, DPF, DTC and odometer data in compatible ECU variants. Unavailable parameters are shown as N/A.

19. TPMS

TPMS is used mainly in KIA/HYUNDAI profiles. The monitor queries the vehicle module and displays pressure and temperature data provided by the vehicle.

19.1. Pressure colouring

Pressure range	Colour
below 2.00 bar	red
2.00–2.29 bar	yellow
2.30–2.50 bar	green
2.51–2.90 bar	yellow
above 2.90 bar	red

19.2. Temperature colouring

Temperature range	Colour
below 55°C	white
55–70°C	yellow
above 70°C	red

TPMS wheel sensors may update their data only after the vehicle starts moving or after the pressure changes. If not all wheels appear immediately while stationary, drive several dozen or several hundred metres.

In the i40 16-19 profile, the appropriate TPMS communication variant is selected automatically and does not require any additional CFG setting. The wheel sensors may start sending current data only after the vehicle begins moving.

19.3. Practical note about the TPMS warning

1. Inflate the tyres to approximately 2.5–2.6 bar.
2. Drive a short distance.
3. Connect the compressor again.
4. Reduce the pressure to the target value of 2.4 bar with the tyres cold.

If the TPMS warning does not disappear despite correct pressure, drive several dozen or several hundred metres so that the vehicle module can refresh the sensor data.

20. INJEC / DIAG

In VAG, PSA, Volvo, Ford, Opel, BMW, IVECO and Toyota profiles, the second diagnostic tab is called INJEC. In selected KIA/HYUNDAI profiles, INJEC may also appear instead of TPMS. The screen can show injector corrections, requested/actual fuel pressure or other injection-system data provided by the selected ECU.

If a value is not available in the vehicle, its field remains N/A. In the Honda profile, the equivalent function is provided by the DIAG screen with additional parameters specific to the 1.6 i-DTEC.

21. DTC

The DTC screen is used to read and clear fault codes. The available code range depends on the selected profile and the capabilities of the specific vehicle.

21.1. Reading fault codes

- READ – retrieves available fault codes.
- Depending on the ECU, stored, pending and permanent codes may be read.
- The DTC screen covers the scope supported by the selected profile. If a particular type of fault code is not available in the selected vehicle, the monitor will not show it as available.

21.2. Clearing fault codes

After tapping CLEAR, a confirmation appears. Clear DTCs only deliberately. Clearing fault codes does not remove the cause of the fault. Clearing applies only to the scope supported by the selected profile. It does not automatically clear faults from all other vehicle modules.

22. CFG – settings

After entering CFG, the settings are clearly divided into five main sections: SCREEN, SOUND, OIL, PROFILES and SERVICE. Settings related to a given function are located inside the appropriate section, and the BACK button returns one level.

22.1. Navigating CFG

The following entries are available on the main CFG screen:

Section	Contents
SCREEN	Appearance, day/night mode, brightness, LCD sleep, rotation, AdBlue, automatic switching, start screen, soot thresholds, name and colours.
SOUND	Sound enable/disable, DAY/NIGHT volume, number of regeneration-message playbacks and cyclic message.
OIL	Oil-change counter RESET and the INTERVAL wizard with odometer reading and CORRECTION.
PROFILES	Selection of manufacturer, family and specific profile; VAG provides automatic AUTO selection; a separate SERVICE mode lets you preview example profile screens.
SERVICE	Additional FUNCTIONS available for selected profiles, SYSTEM/SERVICE information and removal of the saved OBD2 adapter.

The SCREEN and SOUND sections are paged. Up to four large items are shown on one page, and the page number (e.g. 1/3, 2/3) shows your current position. The number of SCREEN pages depends on the profile because some options appear only when applicable.

22.2. CFG -> SCREEN

The SCREEN section contains all settings related to how data is displayed and how the working screens behave:

Setting	Action
DAY BRIGHTNESS	DAY-mode brightness, range 1–10.
NIGHT BRIGHTNESS	NIGHT-mode brightness, range 1–10.
MODE	Manual DAY / NIGHT switching. The same can be done with the D/N button on the working screens.
MODE MEMORY	OFF: every power-up starts in DAY. ON: remembers the last DAY/NIGHT mode. Default: OFF.
AUTO LCD OFF	ON: after approx. 60 s of inactivity the LCD may turn off. During a confirmed active regeneration, the screen remains on until a confirmed OFF state.
TAP TO TURN OFF LCD	ON: allows the LCD to be turned off manually with a quick double-tap on a clear working screen. Default: ON.
AUTO LCD ROTATE	Automatic orientation using the position sensor. When enabled, manual V/H switching is disabled.
ADBLUE STATUS	Enables/disables AdBlue information and warnings. OFF hides AdBlue indications. Default: ON.
AUTO CHANGE	VAG only. Automatically switches DPF1 <-> DPF2 approximately every 10 s while viewing the DPF screen. Default: OFF.
AUTO TCM SWITCH	VAG/supported Hyundai 7DCT. Automatically switches DSG1 <-> DSG2 or 7DCT1 <-> 7DCT2 approximately every 5 s without returning to MAIN. Default: OFF.
START SCREEN	Selects the screen shown after startup: MAIN or the filter screen appropriate for the profile.
SOOT LIMIT / DPF LOAD LIMIT	Threshold used, among other things, by the next-regeneration prediction. For better accuracy, set a value close to the level at which the vehicle actually starts regeneration.
LOWER SOOT THRESHOLD	Additional setting used by the regeneration counter after a completed regeneration. Visible only in supported profiles.
NAME	Custom name for the current profile/start screen; max. 24 characters.
BUTTON COLOR	Custom button colour in HEX format and selection of white/black text.
LIMIT COLOR	Custom highlight colour for a high soot level/reaching the limit.

22.3. CFG -> SOUND

The SOUND section has two pages and groups the voice-message settings:

Setting	Action
SOUND	Enables/disables voice messages. Switching OFF -> ON plays a test message at the current volume.
DAY VOLUME	Volume for DAY mode, 1–10.
NIGHT VOLUME	Volume for NIGHT mode, 1–10.
REGENERATION MESSAGE	Selects 1x or 2x playback for messages about regeneration start/interruption/completion.
CYCLIC MESSAGE	OFF or 1–5 min. During active regeneration, the monitor can periodically remind you that regeneration is still in progress.

22.4. CFG -> OIL

The OIL section has two main buttons: RESET and INTERVAL. READ ODOMETER and CORRECTION are available inside the INTERVAL wizard.

Item	Action
RESET	Starts a new interval after confirmation without changing the configured number of kilometres. Use it after the next oil change.
INTERVAL	Starts the wizard: READ ODOMETER -> optional CORRECTION -> set the number of kilometres -> SAVE. The final SAVE starts a new interval.

Important: SAVE at the end of the INTERVAL wizard stores the value and at the same time sets the current odometer reading as the start of the new interval. After the first configuration, you do not need to perform an additional RESET. The detailed procedure is described in chapter 27.

22.5. CFG -> PROFILES

PROFILES opens the manufacturer and profile menu. For VAG, it is recommended to first use CFG -> PROFILES -> VAG -> AUTO: press and hold AUTO and wait for the monitor to read the engine code and select the appropriate profile. If AUTO does not identify the vehicle, select the profile manually according to the engine code.

Select a profile by holding the appropriate item for about 2.5 seconds. VAG AUTO is also started by holding the item. The SERVICE entry in the PROFILES menu is a screen simulator and is not the same as the CFG -> SERVICE section.

22.6. CFG -> SERVICE

The SERVICE section contains technical tools and functions available only for selected profiles:

Item	Action
FUNCTIONS	Visible only when the current profile has an additional service function, e.g. the i40 16-19 injector test/corrections or STOP/START in supported PSA profiles.
SYSTEM	Monitor operating information useful when contacting technical support.
SERVICE	Brief monitor operating information. This is not the profile simulator.
REMOVE CONNECTED OBD2	Deletes the saved adapter after holding for approx. 2.5 s and returns to BLE scanning.
OBD2: ...	Information about the saved OBD2 adapter; this is not a button.

22.6.1. FUNCTIONS

KIA/HYUNDAI i40 16-19: the INJECTOR CORRECTIONS item starts the dedicated test. The vehicle should be stationary, the engine should be idling without load, and unnecessary electrical loads (e.g. air conditioning, radio) should be switched off. The monitor checks the required conditions and, after a correct test, displays cylinder/correction results. Do not run this function while driving.

PSA 1.5 BlueHdi / MD1CS003, 1.6 BlueHdi / EDC17C60 and 2.0 BlueHdi / DCM6.2 + DCM7.1: the STOP/START item allows a supported Start-Stop status change to be performed. Carry out the operation with the vehicle stationary at 0 km/h, the engine switched off and the ignition left on. The monitor checks the required conditions and asks for confirmation before performing the change.

22.6.2. SYSTEM and SERVICE

SYSTEM and SERVICE in this section display monitor operating information that is mainly useful when contacting technical support. They do not perform a vehicle service reset. The profile simulator is located separately in CFG -> PROFILES -> SERVICE.

22.6.3. REMOVE CONNECTED OBD2

The REMOVE CONNECTED OBD2 button deletes the saved adapter. Press and hold it for about 2.5 seconds. A short countdown is shown while you hold it. After the adapter is removed, the device returns to OBD2/BLE scanning so that a new adapter can be saved.

22.7. Buttons available directly in CFG

In addition to the five CFG sections, quick controls are available: the language button (e.g. PL/EN), OTA and V/H. Tapping the current language opens the selector; save the selected language by holding it for about 2.5 seconds. OTA starts after holding it for about 2.5 seconds. Manual V/H switching is available when AUTO LCD ROTATE is disabled; save the setting by holding it for about 2.5 seconds.

23. Day/night mode and MODE MEMORY

A dedicated D/N button is located in the corner of the working screens. It allows quick switching between DAY / NIGHT without entering CFG. The same setting is available in CFG -> SCREEN -> MODE. Brightness and volume can be set separately for both modes.

23.1. MODE MEMORY

Setting	Action
OFF	Each time power is applied, the monitor starts in DAY mode.
ON	The monitor remembers the last selected mode. If it was switched off in NIGHT, the next startup begins in NIGHT.

MODE MEMORY is located in CFG -> SCREEN. The default setting is OFF.

24. Sound and regeneration messages

The monitor can play voice messages related to the start, interruption and completion of regeneration. Available interface and voice-message languages are: Polish, English, Slovak, Ukrainian, Czech, German, Greek, Russian and Croatian.

Event	Message action
start of DPF/FAP/GPF regeneration	automatic voice message
interruption of DPF/FAP/GPF regeneration	automatic voice message
completion of DPF/FAP/GPF regeneration	automatic voice message

To check the currently configured volume, switch SOUND off and then on again. When enabled, the “sound test” message is played at the current volume for the active DAY or NIGHT mode.

24.1. REGENERATION MESSAGE 1x / 2x

CFG -> SOUND -> REGENERATION MESSAGE selects whether a regeneration-event message is played once or twice. The default setting is 2x.

24.2. CYCLIC MESSAGE

CFG -> SOUND -> CYCLIC MESSAGE can be set to OFF or 1–5 minutes. During an active regeneration, the monitor will then periodically remind you that regeneration is still in progress. OFF disables cyclic reminders and is the default setting.

25. Display and orientation

25.1. Automatic LCD sleep

When CFG -> SCREEN -> AUTO LCD OFF is enabled, the screen turns off after approximately 60 seconds of inactivity. To wake the screen, tap the LCD once. The first tap is used to wake the display and does not necessarily activate a function on the current screen.

If CFG -> SCREEN -> TAP TO TURN OFF LCD is set to ON, a quick double-tap on a clear MAIN, DPF/FAP/GPF, VAG DPF1/DPF2 or TPMS/INJEC/DIAG working screen can turn the LCD off manually. This function also works when AUTO LCD OFF is disabled.

If AUTO LCD OFF is active and the monitor confirms the ACTIVE state, the display wakes and remains on for the entire confirmed active regeneration. UNKNOWN, PASSIVE and COOLING states do not release this hold once it has been activated; only a confirmed OFF state starts a new countdown of approximately 60 seconds before the screen turns off.

25.2. Double tap

The gesture works only on clear working screens and only when TAP TO TURN OFF LCD = ON. It does not work while a keypad, dialog window or additional message is open, or over an active control element.

25.3. Orientation

The monitor supports portrait and landscape orientation as well as 180° rotation. When CFG -> SCREEN -> AUTO LCD ROTATE is enabled, orientation is selected automatically using the position sensor. When AUTO LCD ROTATE is active, manual V/H switching is disabled.

Automatic rotation works after the device position has stabilised and may be temporarily paused during OTA, BLE scanning, DTC operations, while the LCD is off, during hold actions in CFG, or in other windows where rotation could interfere with operation.

26. Profile selection and SERVICE mode

CFG -> PROFILES opens a hierarchical manufacturer menu: KIA/HYUNDAI, VAG, PSA, VOLVO, FORD, OBD2, HONDA, TOYOTA, OPEL, BMW and IVECO. KIA/HYUNDAI is divided into CRDi and T-GDI, while VAG is divided into EA188, EA189, EA288, EA288 EVO, EA897, EDC16 and AUTO. Save the correct profile by holding the item for about 2.5 seconds.

26.1. SERVICE mode – profile simulator

A SERVICE mode is available in CFG -> PROFILES. It is a simulator that lets the user see the monitor layout and the types of data shown in another profile without connecting such a vehicle. Do not confuse it with CFG -> SERVICE, which contains system diagnostics and service functions.

- Values shown in SERVICE are examples used to demonstrate the screen layout.
- You can preview MAIN, DPF/FAP/GPF, TPMS/INJEC/DIAG, VAG DPF 1/DPF 2 and example DSG screens.
- SERVICE mode does not permanently change the actual vehicle profile.
- After returning to the normal profile, the monitor again uses real data read from the vehicle.

26.2. Custom name

The CFG -> SCREEN -> NAME field allows a custom name to be saved for the current profile. The maximum length is 24 characters. Leaving the field empty restores the default name.

27. Oil counter and odometer

Oil-counter settings are located in CFG -> OIL. Two main buttons are available: RESET and INTERVAL. READ ODOMETER and CORRECTION appear inside the INTERVAL wizard.

27.1. Oil interval

The oil interval specifies how many kilometres should be driven between oil changes. The setting range is 1–30000 km. The default value is 10000 km. To set or change the interval, go to CFG -> OIL -> INTERVAL.

The wizard proceeds through READ ODOMETER, optional CORRECTION, interval setting and SAVE. Action buttons in the wizard require a short hold as indicated on the screen.

27.2. Odometer correction

The odometer value read by the monitor may differ slightly from the value shown by the vehicle. To match them, go to CFG -> OIL -> INTERVAL, use READ ODOMETER and then select CORRECTION.

In the CORRECTION field, enter the full current odometer reading shown by the vehicle. Do not enter only the difference, e.g. +46 km or -10 km.

Do not enter a value such as “+46 km” or “-10 km”. Enter the full current odometer reading shown by the vehicle.

Example odometer correction:

- odometer shown by the monitor: 240480 km
- vehicle odometer reading: 240526 km
- value entered in CORRECTION: 240526

After confirmation, the monitor will adjust the displayed odometer value to the entered value.

In the example above, the monitor will begin displaying 240526 km.

The correction is saved for the selected profile and does not need to be configured again at every start.

Changing CORRECTION does not reset the oil counter and does not change the number of kilometres driven since the last oil change.

27.3. Setting the odometer correction

1. Switch the ignition on.
2. Wait for the device to connect to the OBD2 adapter.
3. Go to CFG -> OIL -> INTERVAL.
4. Use READ ODOMETER. If the profile supports automatic reading, the monitor will show the current odometer value; otherwise, it may ask you to enter it manually.
5. When the ODOMETER value appears, select CORRECTION.
6. Enter the full current odometer reading shown by the vehicle, not just the difference.
7. Confirm the entry on the numeric keypad, then continue with the OK button.

After confirmation, the monitor saves the odometer adjustment. If you do not want to change the oil-interval length, you can leave the wizard after saving the correction.

Set the correction using a current odometer reading. If the monitor does not yet have an odometer value, wait for the vehicle connection and use READ ODOMETER again.

27.4. Saving the oil interval

After accepting the odometer reading with OK, set the number of kilometres for the interval and confirm it. SAVE and CHANGE will then appear. CHANGE returns to value editing, while SAVE stores the setting and starts a new interval from the current odometer reading. Simply entering INTERVAL does not change the counter. A new interval starts only after the final SAVE.

If you are changing only the odometer CORRECTION, there is no need to reset the oil counter.

27.5. Resetting the oil interval

After the next oil change, if the configured interval should remain unchanged, go to CFG -> OIL -> RESET. A confirmation window appears. Select CONFIRM to start a new interval from the current odometer reading.

RESET does not change the number of kilometres configured in INTERVAL. It is used only to start the next cycle after an oil change.

After the first configuration through CFG -> OIL -> INTERVAL -> SAVE, do not perform an additional RESET. The final SAVE has already started the new interval.

The odometer CORRECTION affects the odometer value shown by the monitor, but does not change the distance already driven within the current interval.

27.6. Manual odometer reading

READ ODOMETER is located in CFG -> OIL -> INTERVAL. Use it before setting CORRECTION or the interval. If the selected profile cannot read the odometer automatically, the monitor may ask you to enter the value manually.

28. BUTTON COLOR and LIMIT COLOR

28.1. BUTTON COLOR

The button colour can be configured separately for each profile. Go to CFG -> SCREEN -> BUTTON COLOR and tap the item without a long hold. Enter a six-digit HEX colour code in RRGGBB format, e.g. 0341FC or #0341FC, then choose white or black text.

28.2. LIMIT COLOR

LIMIT COLOR allows you to set a custom colour used only to highlight a high soot level / the limit area. The default is full red.

1. Go to CFG -> SCREEN -> LIMIT COLOR and tap the item.
2. Enter the colour in RRGGBB or #RRGGBB format.
3. Confirm the entry on the HEX keypad.

The colour applies only to soot/limit values that are highlighted in red with the default setting.

29. OTA – update via Wi-Fi

OTA allows the monitor software to be updated without a programming cable.

1. Go to CFG.
2. Press and hold OTA for about 2.5 seconds.
3. Wait for the monitor to start its own Wi-Fi network and display a PIN.
4. Connect your phone or computer to the monitor's network.
5. Open the update page shown on the screen.
6. Enter the PIN.
7. Select the correct .dpf update file and start the installation.
8. Wait for the process to finish and for the device to restart automatically.

Do not disconnect power: the monitor must have a stable power supply while the update is being written. A phone message indicating that the OTA network has no internet connection is normal – this is the device's local network.

30. Recommended first configuration

1. Connect the OBD2 BLE adapter and switch the ignition on.
2. Start the monitor and save the adapter from the list by holding it for about 2.5 seconds.
3. Go to CFG -> PROFILES and select the correct profile.
4. For KIA/HYUNDAI, choose CRDi or T-GDI. For VAG, go to CFG -> PROFILES -> VAG and press and hold AUTO so the monitor can read the engine code and select the profile automatically; choose a profile manually only if AUTO does not identify the vehicle.
5. Set the language. In the language selector, save the selected item by holding it for about 2.5 seconds.
6. Go to CFG -> SCREEN and configure AUTO LCD ROTATE or manual V/H orientation.
7. In CFG -> SCREEN, select START SCREEN.
8. Configure MODE MEMORY according to your preference.

9. Set DAY BRIGHTNESS and NIGHT BRIGHTNESS.
10. If you do not want to use AdBlue/SCR information, set ADBLUE STATUS = OFF. Otherwise leave it ON.
11. If you use VAG DPF1/DPF2, optionally enable AUTO CHANGE. For supported VAG/7DCT profiles, you can also enable AUTO TCM SWITCH.
12. Go to CFG -> SOUND and configure SOUND, volume, REGENERATION MESSAGE and CYCLIC MESSAGE.
13. Check SOOT LIMIT/DPF LOAD LIMIT and LOWER SOOT THRESHOLD if the profile provides them. For a more accurate prediction of the next regeneration, it is worth adjusting SOOT LIMIT later to the level at which the vehicle actually starts regeneration.
14. Optionally set BUTTON COLOR, LIMIT COLOR and a custom NAME in CFG -> SCREEN.
15. Go to CFG -> OIL -> INTERVAL, read the odometer, set CORRECTION if needed and save the interval. The final SAVE automatically starts the counter from the current odometer reading.
16. Check MAIN and the DPF/FAP/GPF filter screen.
17. Check TPMS, INJEC or DIAG, depending on the profile.
18. In VAG, wait for the automatic transmission check. If the transmission is supported, MAIN may be extended with DSG1/DSG2.

31. Troubleshooting

31.1. No OBD2 connection

- check the power supply to the adapter and monitor
- switch the ignition on
- check that the adapter supports BLE
- close other applications that are using the same adapter
- if the adapter has been replaced, use CFG -> SERVICE -> REMOVE CONNECTED OBD2 (hold for approx. 2.5 s) and save the new device

31.2. Oil-change counter shows N/A on the MAIN screen

Check:

- whether the device is connected to the OBD2 adapter
- whether the ignition is switched on
- whether the monitor has a current odometer reading
- whether CFG -> OIL -> INTERVAL was completed and the wizard was finished with SAVE
- whether the final SAVE in the INTERVAL wizard ended with the INTERVAL SAVED message
- whether CFG -> OIL -> RESET was used and confirmed after the next oil change

The odometer CORRECTION alone does not start a new interval. The final SAVE in CFG -> OIL -> INTERVAL stores the interval and automatically sets the starting point. After a later oil change, CFG -> OIL -> RESET can be used. After startup, the monitor may temporarily show N/A until a fresh odometer reading is received.

31.3. Monitor odometer differs from the vehicle odometer

If the odometer value displayed by the device differs from the vehicle odometer:

1. Switch the ignition on.
2. Wait until the monitor shows the current odometer reading.
3. Go to CFG -> OIL -> INTERVAL.
4. Press and hold READ ODOMETER for about 2 s, then press and hold CORRECTION for about 2 s.
5. Enter the full odometer reading shown by the vehicle.
6. Confirm the value, then continue with OK. If you do not want to change the interval, you can exit; the correction is saved when confirmed.

The device automatically calculates and saves the new correction. Do not enter only the difference, e.g. +46 km. The correction affects the displayed odometer value, not the increase in kilometres counted since the oil change.

31.4. No DPF/FAP/GPF data

- check that the correct vehicle profile is selected
- check that the ignition is switched on
- check that the OBD2 adapter is responding
- check whether the vehicle supports the parameter
- after changing the profile, wait a moment for the monitor to retrieve data from the vehicle again

For VAG profiles, check both DPF 1 and DPF 2 pages. If a single value shows N/A, it may simply not be available in that vehicle.

If all VAG values remain N/A, go to CFG -> PROFILES -> VAG and press and hold AUTO. Wait for automatic engine-code identification and profile selection. If AUTO does not identify the vehicle, select the profile manually and check the ignition and OBD2 adapter.

31.5. A single parameter shows N/A

A single N/A usually means that the value is not available in that vehicle or the monitor is still waiting to read it. The remaining fields may work correctly.

31.6. CALCULATING instead of a prediction

This is normal after a new cycle starts, after a restart, or when the monitor has not yet collected enough data. If the prediction consistently overestimates or underestimates the distance by a large amount, observe the soot level when regeneration starts and adjust CFG -> SCREEN -> SOOT LIMIT / DPF LOAD LIMIT to the vehicle's actual threshold.

31.7. No DSG1 / DSG2 in VAG

The DSG screens appear only after the transmission ECU has been correctly identified and the required parameters have been checked. If the vehicle has a supported transmission, leave the monitor connected for a short while after starting the VAG profile.

31.8. Some TPMS wheels are missing

Drive a short distance. The sensors may start transmitting only after the vehicle begins moving.

31.9. Automatic rotation does not work

- check that CFG -> SCREEN -> AUTO LCD ROTATE is enabled
- position the monitor steadily and wait a few seconds
- rotation may be temporarily paused while dialog windows are open, during updates, BLE scanning or other operations

31.10. Custom button or limit colour does not look as expected

- check that the entered HEX value has 6 characters, e.g. 0341FC or #0341FC
- check that the value was confirmed on the keypad
- for BUTTON COLOR, check that the correct FONT COLOR was selected: WHITE or BLACK
- LIMIT COLOR changes the colour used for a high soot level and does not have a separate white/black text-colour selection

You can use any colour picker, e.g. rgbcolorpicker.com, to select a HEX value and then enter the six-digit code in the monitor.

31.11. I do not want AdBlue displayed / the vehicle has no AdBlue

Go to CFG -> SCREEN -> ADBLUE STATUS and set it to OFF. The MAIN indication and AdBlue-related warnings will be disabled. Set it to ON to use AdBlue information again.

31.12. AUTO CHANGE does not switch DPF pages

AUTO CHANGE works only in VAG and only while the DPF screen is being viewed. Switching to MAIN, INJEC, DTC or CFG stops page switching. When the LCD is off or a window is open, the function may be temporarily paused.

31.13. AUTO TCM SWITCH does not work

The option appears only in profiles that support automatic transmission pages. The transmission must first be detected, and a DSG1/DSG2 or 7DCT1/7DCT2 page must be active. AUTO TCM SWITCH does not automatically switch from MAIN to the transmission pages and does not automatically return to MAIN.

- use CFG -> SERVICE -> FUNCTIONS only while the vehicle is stationary and in accordance with the conditions shown on the screen; PSA STOP/START requires the engine to be off with the ignition on, while the i40 16-19 test runs at idle without load

31.14. Volvo P3 – distance since last regeneration shows N/A

In Volvo P3, the value starts being calculated only after a complete regeneration has been observed by the monitor with an odometer reading available. Before regeneration, use CFG -> OIL -> INTERVAL -> READ ODOMETER / configure the interval and leave the monitor connected until the full regeneration finishes. If no odometer reading was previously available or the monitor did not observe a complete cycle, the field may remain N/A until the next complete regeneration.

31.15. Safety

- do not disconnect power during an OTA update
- do not change settings while driving
- do not install the device within an airbag deployment area or where it restricts visibility
- protect the monitor from water and condensation
- use a stable USB power supply

32. Full profile list

Below is the complete list of 88 profiles available in software v1.2.0 / STEP796.

32.1. KIA / HYUNDAI – CRDi

No.	Profile
1	i40 16-19
2	DCM7.1AP
3	i40 11-15
4	ix35 11-15
5	1.1 / DCM3.7AP
6	1.4 / DCM3.7AP
7	1.4 / 1.6 / EDC
8	i40 1.6 CRDi / NEW ECU U3
9	2.2; 3.0 CRDi / MD1CS012

32.2. KIA / HYUNDAI – T-GDI

No.	Profile
1	1.4; 1.5 / CPEGD2.20
2	1.6 / CPEGD2.20
3	1.6 / CPEGD4.20.1

32.3. VAG

1. EA288 EVO 1	19. VAG EA288 10
2. VAG EA288 EVO 29bit	20. VAG EA288 11
3. EA288 EVO 2	21. EA189 1
4. EA288 EVO 3	22. EA189 2
5. EA288 EVO 4	23. EA189 3
6. EA288 EVO 3 29bit	24. EA189 4
7. EA288 EVO 4 29bit	25. EA189 5
8. VAG EA288 1	26. EA189 6
9. VAG EA288 2 A	27. EA189 7
10. VAG EA288 2 B	28. EA189 8
11. VAG EA288 3	29. V6 3.0 TDI GEN2
12. VAG EA288 4	30. V6 2.7 / 3.0 TDI
13. VAG EA288 4+	31. EA897 1
14. VAG EA288 5	32. EA897 2
15. VAG EA288 6	33. BMN 2.0 TDI
16. VAG EA288 7	34. KWP EDC17CP14

17. VAG EA288 8	35. 3.0 V6 TDI EDC16CP34
18. VAG EA288 9	

32.4. PSA

No.	Profile
1	PSA 1.6 HDi SID807 / EVO
2	PSA 1.6 HDi SID807EVO ASX
3	PSA 2.0 HDi / DCM3.5 BR2
4	PSA 2.0 HDi/eHDi / DCM3.4
5	PSA 2.0 BlueHDi / DCM6.2 + DCM7.1
6	PSA 1.5 BlueHDi / MD1CS003
7	PSA 1.6 BlueHDi / EDC17C60
8	2.2 HDi / EDC17CP42

32.5. VOLVO

No.	Profile
1	SPA
2	VEA
3	P3
4	P2
5	D2 1.6

32.6. FORD

No.	Profile
1	2.0 EcoBlue / SID212/212EVO
2	1.5 EcoBlue / MD1CS005
3	DW10C / DCM3.5
4	DW10F
5	1.6 TDCi DV6 / SID807/EVO
6	1.6 TDCi DV6 / SID206
7	2.2/3.2 TDCi PUMA / SID208 / SID209
8	DW10 / SID803 / SID803A

32.7. OPEL

No.	Profile
1	A16DTH / B16DTH / GM / HSCAN
2	B20DTH / E98 2.0D
3	VIVARO
4	A13DTH / E98 1.3D
5	A20DT*
6	A17DT*
7	Z19DT*
8	Z19DTH_X

32.8. HONDA / TOYOTA / OBD2

Family	Profile
HONDA	1.6 i-DTEC
TOYOTA	1.4 D-4D
OBD2	OBD2

32.9. BMW

No.	Profile
1	DDE8
2	DDE7
3	DDE7_KWP_N47
4	DDE7_KWP_N57
5	DDE9
6	DDE6_A
7	DDE6_B
8	DDE6 MINI PSA

32.10. IVECO

No.	Profile
1	Daily 2.3 F1A
Total: 88 vehicle profiles. For VAG, it is recommended to use CFG -> PROFILES -> VAG -> AUTO so the monitor can read the engine code and automatically select the appropriate profile.	