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LaRa-AS DIAGNOSIS SYSTEM

Connection to the diagnosis outlet and system start up

- Switch on the PC (**A-Fig.1**);
- connect the adapter (**B-Fig.1**) to the PC parallel port;
- turn the ignition key OFF;
- connect the adapter to the OBDII connector (**C-Fig.1**) in the car, located on the right of the steering column.
- turn the ignition key ON.

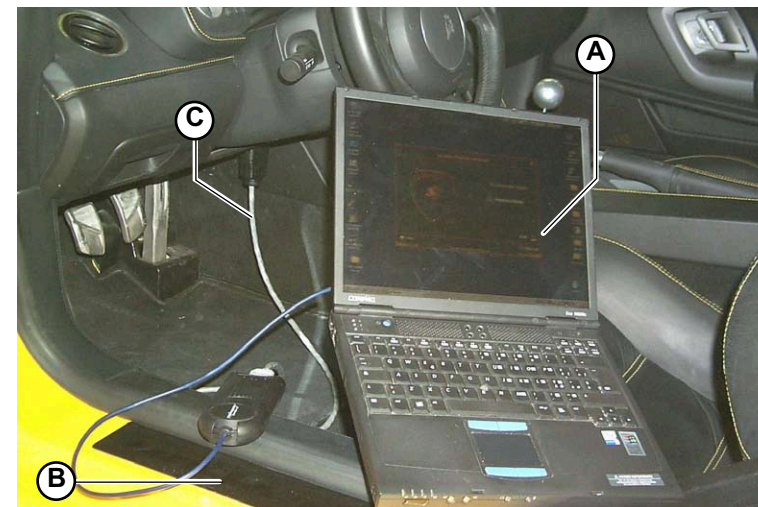



Fig.1

- start the LaRa-AS program by double clicking the  icon on the desktop.
- The system starts automatically, showing the last screen opened on the car's display (**Fig.2**).

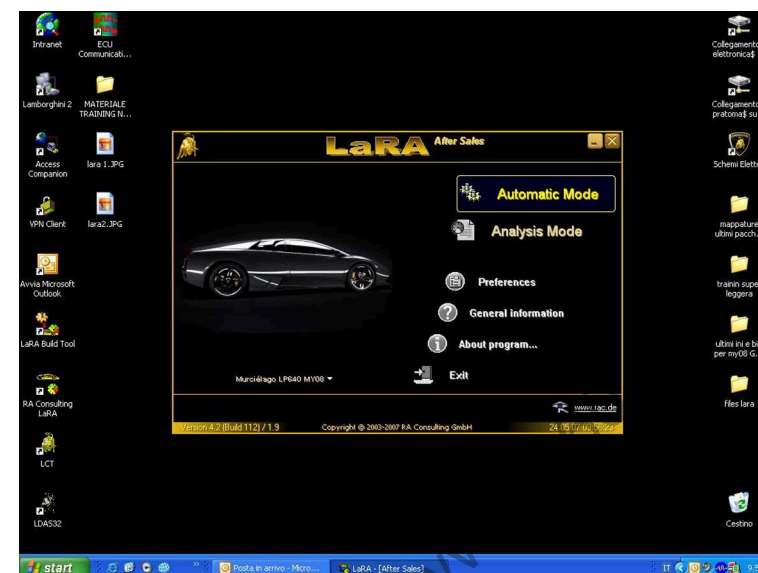


Fig.2



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Note

The selected car may be changed by clicking on the arrow next to “Murciélago LP640 MY09” (**A-Fig.3**):

- Gallardo Coupé MY04-08
- Gallardo Spyder MY06-08
- Gallardo Coupé MY09
- Murciélago MY04-07
- Murciélago LP640 MY08
- Murciélago LP640 MY09

The Murciélago LaRa-AS system features the following function modes:

- **Automatic Mode (B-Fig.3)**: allows a series of tasks to be carried out automatically such as set up for rewriting the LIE and GFA software.
- **Analysis mode (C-Fig.3)**: allows accurate control of every electronic device on board the car (see list).

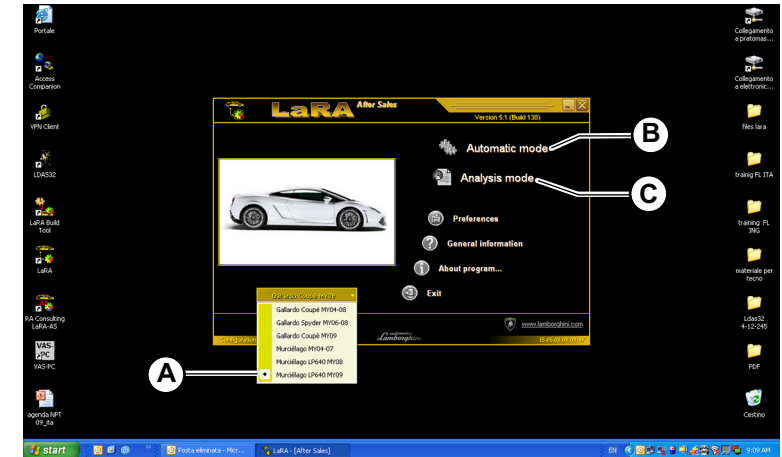


Fig.3



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AUTOMATIC MODE

In automatic mode the system automatically reads the car VIN which appears in the field (**A-Fig.4**) and allows access to the automatic setting functions.

The car VIN is stored in the GFA. If the GFA is replaced, the VIN cannot be read automatically and the LaRa-AS system displays a series of Xs in the field (**A-Fig.4**).

In these situations, the VIN on the new GFA must be rewritten using the relative management file (write VIN murcielago) by accessing "Analysis" mode and, when finished, reconnecting with "Automatic mode" (see page 11)



Note

For "Automatic mode", use the **BASIC.XS** cable (**000200-48a**) and the cable for LARA-AS diagnostics interface (**000200-48b**).

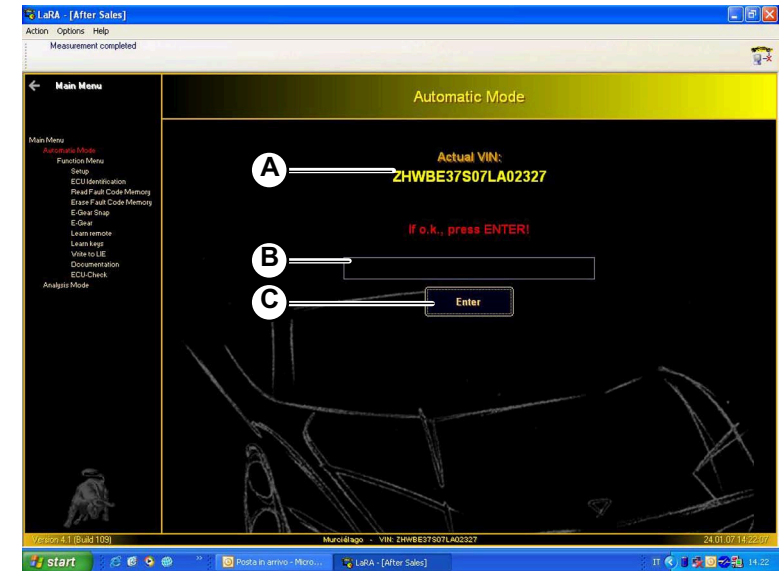


Fig.4

This menu appears after the car VIN has been recognised (**Fig.5**):

Set up	a window from where it is possible to automatically program replaced control units with the original car data is displayed. This function needs to be enabled by the zip file.
ECU Check	the hardware and software of the ECUs against the Lamborghini database.
Documentation	automatically compiles a car file when the vehicle arrives at the dealer and then receives the correct car file with all of the automatic functions enabled.
E.Gear Snap	the E-gear parameters can be read in automatic mode.



Note

The SET UP and ECU-CHECK functions are enabled only after the correct car file (zip file) has been uploaded.

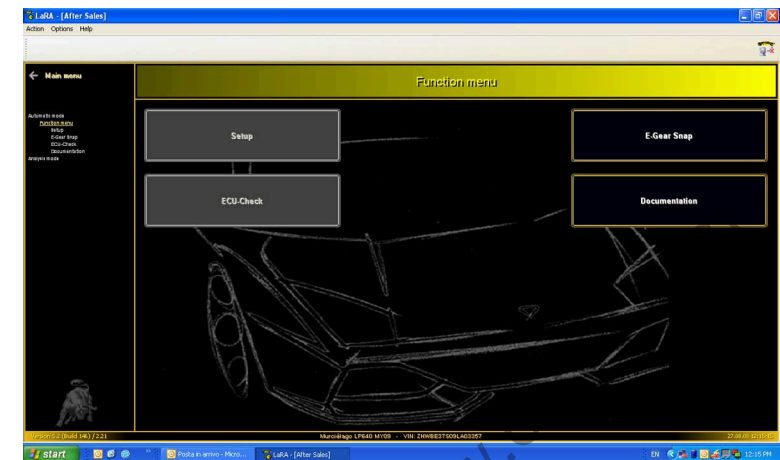


Fig.5



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Documentation

The car's zip file is uploaded from this screen (**Fig.6**).

To begin uploading, click "Yes" (**A-Fig.6**).



Note

Before uploading, disconnect from the car and connect to the Internet.

To upload later, click "No" (**B-Fig.6**).

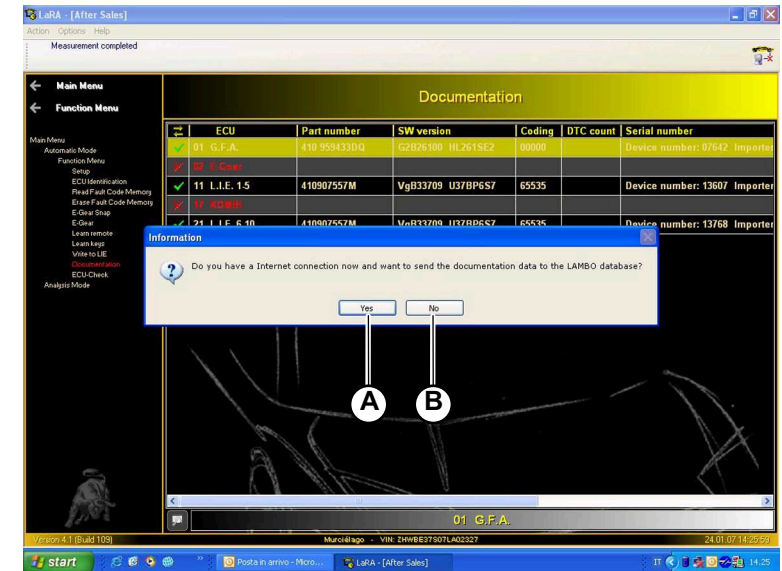


Fig.6

After connecting to the Lamborghini site, the token's "Username" and "Password" must be entered (**A-Fig.7**).

Press "OK" (**B-Fig.7**) to start uploading the zip file.

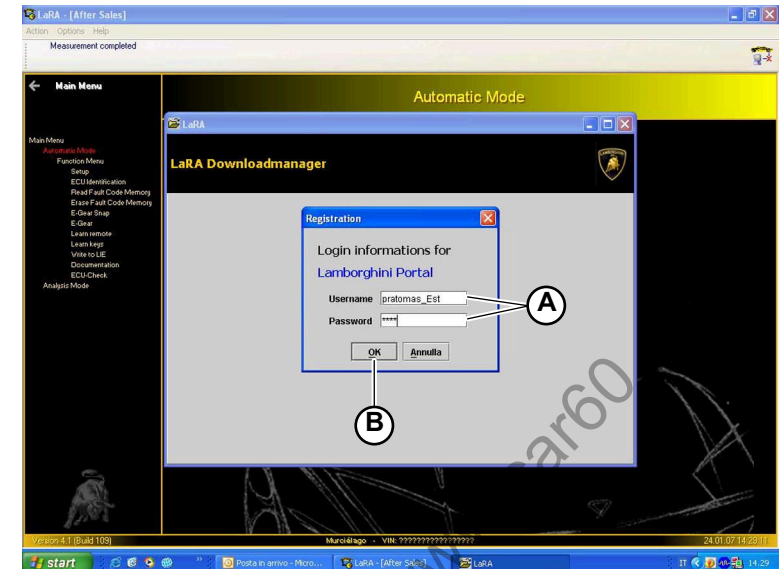


Fig.7



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When uploading of the correct car file has finished, click “Close” (**A-Fig.8**) to disconnect from the Internet.

After disconnecting, the system automatically places the zip file within the software.



Note

The zip file, to which all of the car's information corresponds expires one week after it is received. The system will then automatically delete it, after which the uploading procedure must be repeated from the beginning.

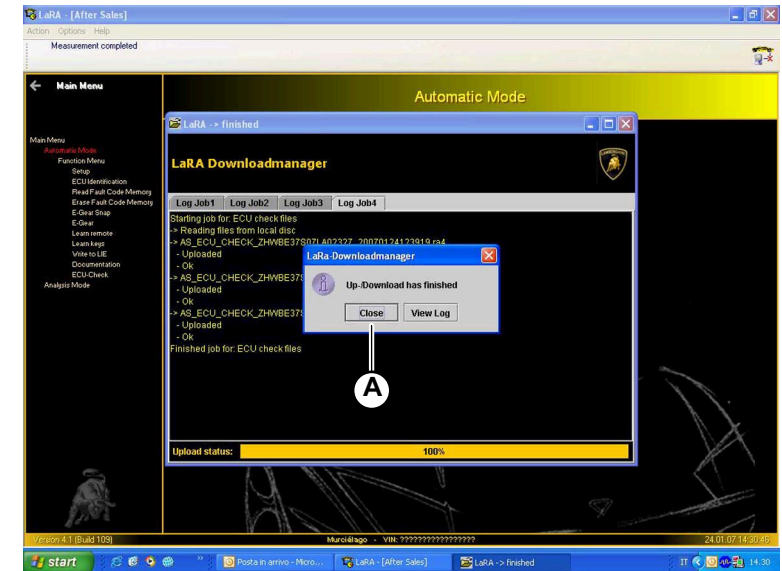


Fig.8

After disconnecting from the Internet, reconnect to the car using the cable for diagnosis. Select “Automatic Mode”. The system reconnects to the car, recognizing the chassis number (written on GFA). Then press “Enter” (**C-Fig.4**) to access the automatic functions that the system provides (**Fig.9**).

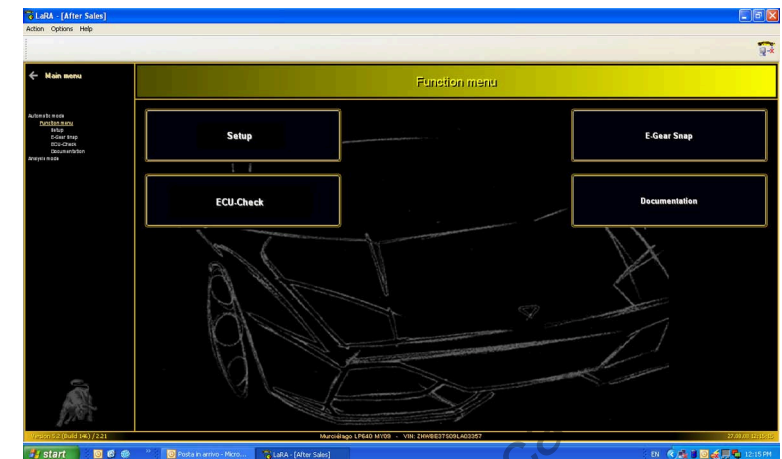


Fig.9



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Set Up

The setup screen is only accessible when the information contained in the car zip file is available and that is after the zip file has been installed.

The screen lists the ECUs on board the car.

After selecting the ECU which must be set up (only LIE and GFA), continue with the next step to reflash them.



Note

Every ECU can be selected (even if they have not been replaced); there is no problem if original ECUs are rewritten. However, rewriting procedures take time and sometimes require intervention by the operator. It is not possible to select more than one ECU at a time.



Fig.10

Reflashing and connecting to the LDAS system

After selecting the ECUs and clicking on the “ECU Check” key (A-Fig.10), the system checks the status of the ECUs and requests confirmation (Fig.11) to continue with reflashing.



Note

This message appears even if the check is not successful. The operator must decide whether to proceed. If the decision is made to proceed, the engine's control cable (CAN line) must be connected, without disconnecting the xs basic cable: two cables will therefore be simultaneously connected to the car.

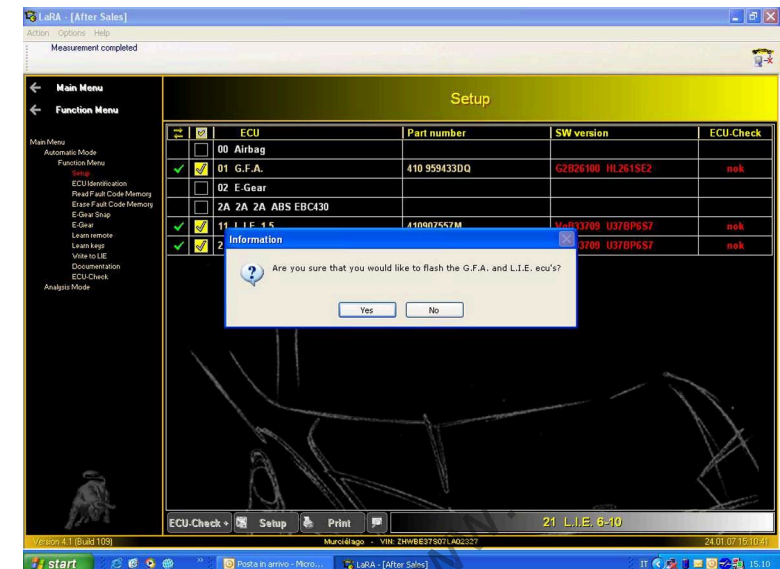


Fig.11



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After accepting reflash on the previous screen, the system automatically connects to the LDAS system (**Fig.12**), starting the procedure using the previously received car files: at this point, let the software run; the system will do everything automatically.



Note

This operation can be carried out as often as desired, within one week after receiving the zip file, after which the system will automatically eliminate the possibility of connecting with the zip file.



Note

The system rewrites and updates the software but not the VIN on the GFA (for this operation, see page 11). The VIN must only be rewritten if the GFA is replaced and not for reflashing.

After reflashing, the system proposes connecting to the Web site again to immediately send the results to Lamborghini.

If you would like to send the data at another time, the system will store the information until the next time it is connected to the site, during which it will automatically download the files.



Note

Simply wait for the procedure to end. The system starts and finishes automatically.



Fig.12

ECU Check

The status of the ECUs are verified from this screen (**Fig.13**), analyzing:

- Part number
- SW version
- Status



Note

This screen is enabled only if the system contains the information in the car's zip file.



Specific note for USA model (from MY08):

If the GFA is replaced, carry out the following operations:

- write the VIN using the specific measurement file (select "write to lie").
- select "ecu check" using setup function (the writing procedure of the updated software is activated).
- when finished, always in the setup section, select "setup" (the control unit is codified).

If this final operation is not carried out, the control unit will remain RW programmed and then the USA homologation requests will not be satisfied.



Fig.13



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E.Gear Snap

Click **“E.Gear Snap” (Fig.14)** to access the screen from where it is possible to store the e-gear system data. The system consults the gearbox control unit and creates an .xml file.

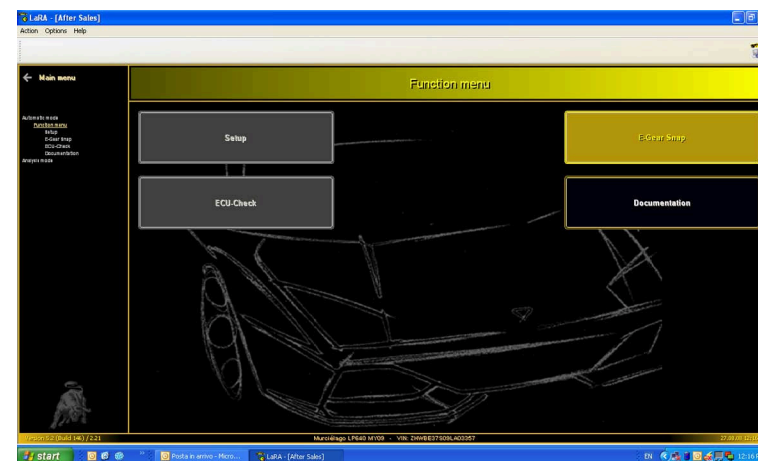


Fig.14

The .xml file can be sent to Lamborghini for diagnosis or troubleshooting (Fig.15). This file is also stored automatically in the .xml folder.

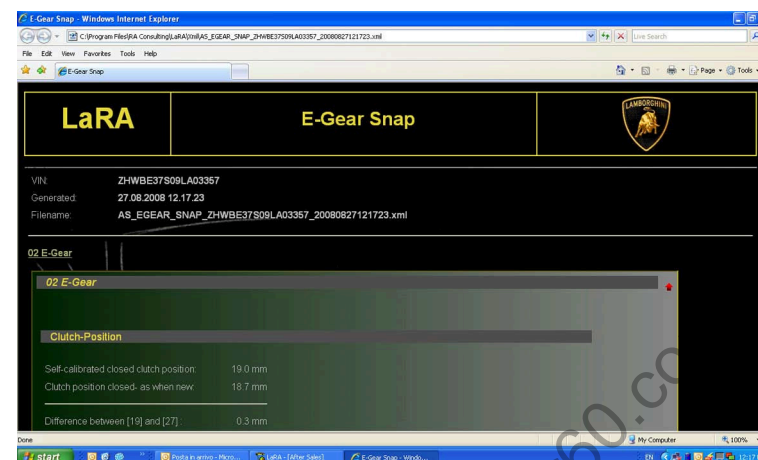


Fig.15



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ANALYSIS MODE

In analysis mode, the LaRa-AS program windows feature a series of permanently accessible icons and pull-down menus which mean the following (**Fig.16**):

- A. control bar for quickly accessing the “Analysis Mode” functions.
- B. Control unit list: Contains the list of all of the control units managed by this program (01 G.F.A. - 02 E-gear - XAirbag - 33 Scan-Tool OBDII).
- C. Connection status: Signals proper communication between the PC and the control unit.
- D. Main menu: Returns to the main screen.

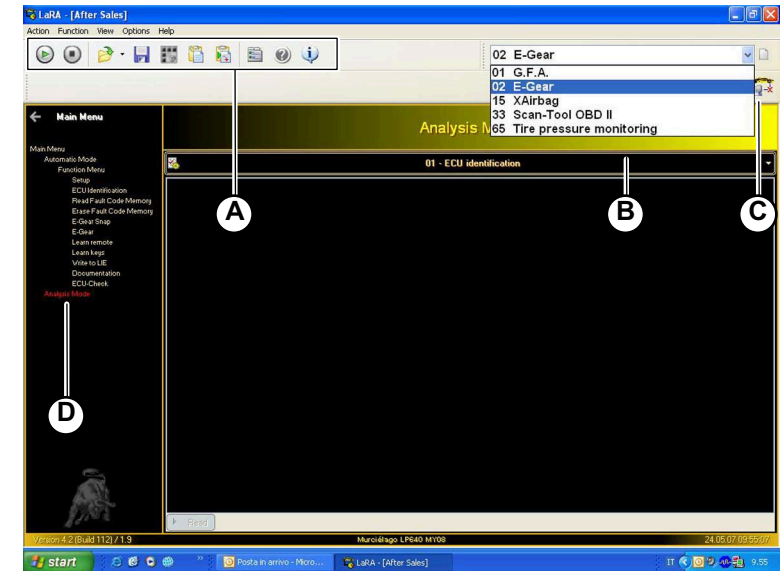


Fig.16



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Control bar icon:

START (A): after selecting the ECU and the function that must be checked, this green button starts communication.
(icon valid for all model versions).

STOP (B): this button ends communication.
Alternatively, communication may be interrupted by removing the keys from the control panel.
(icon valid for all model versions).

Folder save Files (C): this button shows where the LaRa-AS system automatically saves the information:

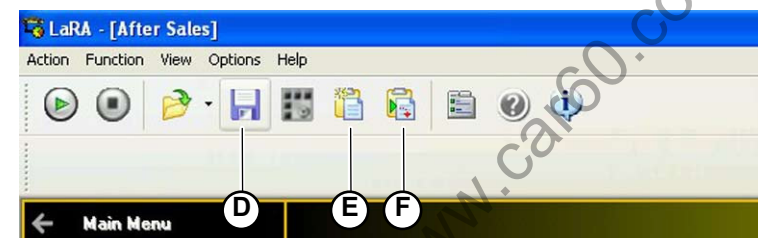
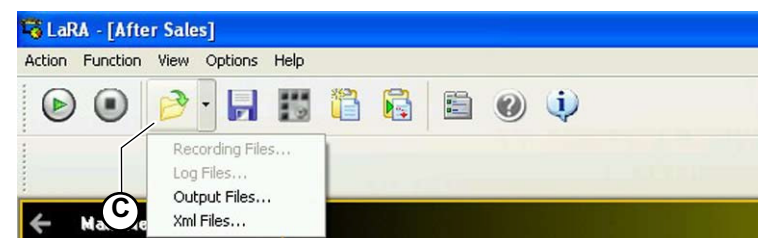
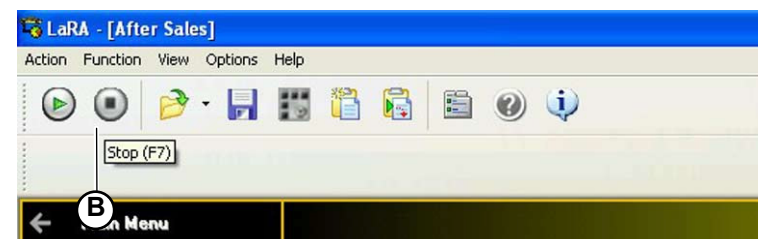
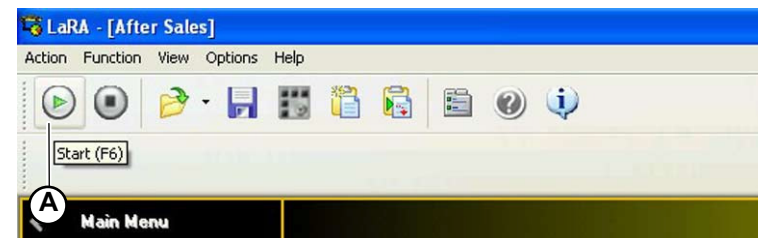
- recording files: function inactive
- log files: folder for saving LaRa-AS files, rewritten after each operation (e.g.: clutch writing or reading); the created report file must be saved with another name because when the system is closed, or following a new operation, it is automatically rewritten, deleting previous information.
- Output Files: function inactive
- xlm Files: folder where the system saves report files in xlm.

(icon valid for all model versions).

Save (D): inactive functions (not used by the system).
(icon not valid for all model versions).

Create measurement (E): inactive functions (not used by the system).
(icon not valid for all model versions).

Recording (F): inactive functions (not used by the system).
(icon not valid for all model versions).

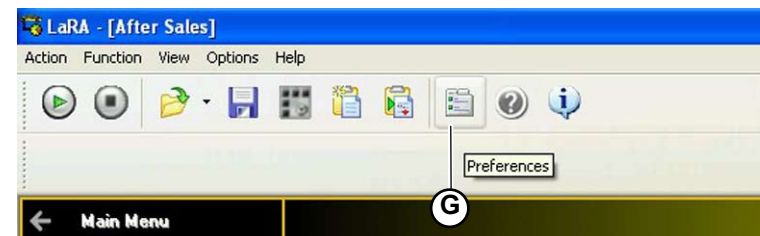




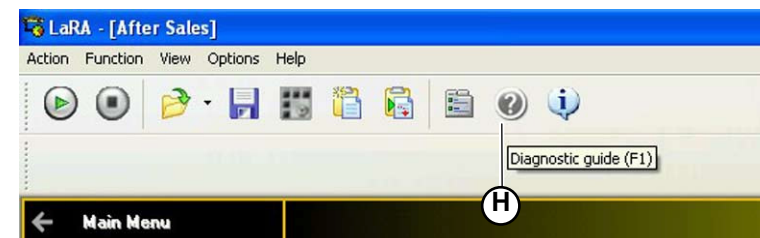
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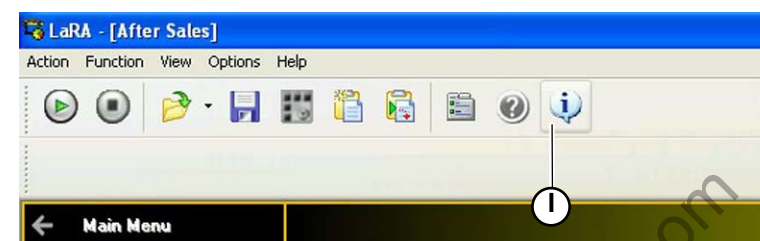
Preferences (G): this button displays the type of interface to be used for communication.
Read only.
(icon valid for all model versions).



Diagnostic guide (H): this button accesses documents created for diagnosis and the system's other functions within LaRa-AS.
Example:
if an ECU presents error codes, press the "Diagnostic guide" icon to view the codes without interrupting communication: the system will open an Acrobat document showing the relative error codes. Select a code to open the relative document which explains the problem, possible remedies and the tests that must be carried out (diagnosis tree).
(icon valid for all model versions).



Information (I): this button provides read-only information, displaying the installed version of the LaRa-AS software and the owner of the license.
(icon valid for all model versions).



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01 G.F.A.

Permits “writing” the V.I.N. code in the G.F.A. control unit if the control unit has been replaced.

To carry out this type of operation after correctly connecting the **BASIC.XS** cable (**000200-48a**) and the cable for LARA-AS diagnostics interface (**000200-48b**):

- Select the **01 G.F.A. control unit from the list of control units.**
- Select the **measurement file “writing VIN murcielago” (Fig.17)**
- Start the connection;
- Enter the vehicle code on the screen (**Fig.18**).



Notice

- The vehicle code must be entered entirely in uppercase characters.
- After the VIN code has been typed in, check that it is correct several times. After confirming this code, it can no longer be modified.

To check if the system has properly written the code, two procedures may be used:

1. Read the ECU-Identification using **Lara-AS**
2. Use **L-Das** and check the version (where the VIN code also appears)

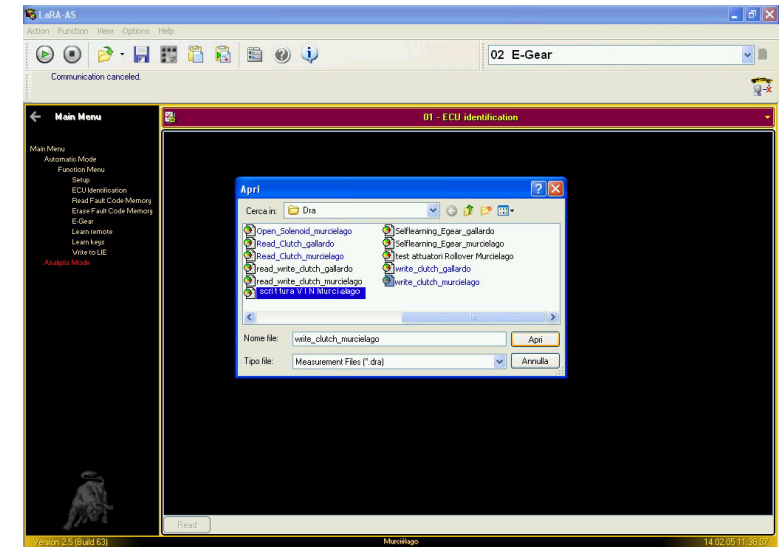


Fig.17

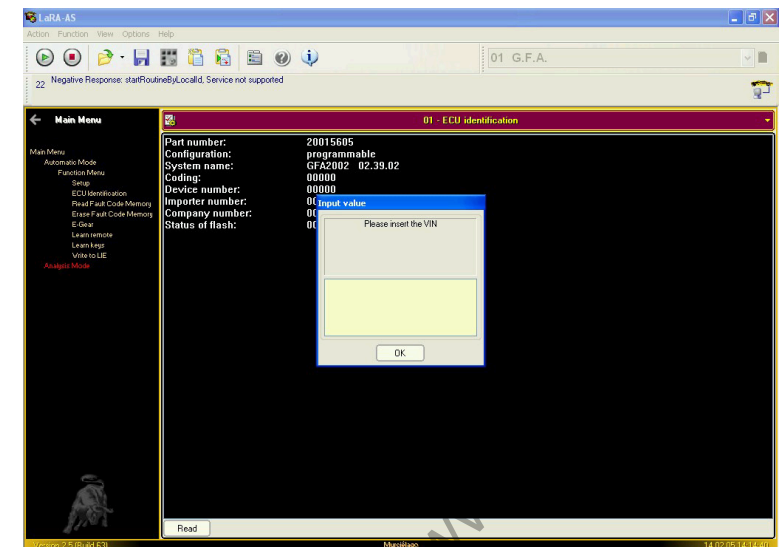


Fig.18



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02 E-Gear

To establish the connection between the control unit and the PC, use the **BASIC.XS** cable (**000200-48a**) and the cable for LARA-AS diagnostics interface (**000200-48b**).

Permits communication with the E-Gear's control unit in order to:

- Read the type of control unit
- Delete the error codes in the system
- Check the type of automatic channel operations
- Insert software updates

The **measurement files** available in the E-Gear section are:

A) Bleeding Murcielago my09: Carries out a bleed cycle of the clutch of the automatic gearbox (permits opening/closing three times). If the oil is still emulsified after the cycle has finished, repeat the operation (**014206**). The clutch's opening and closing must be controlled during each of the cycle's three phases.



Notice

- **Never bleed for more than 15 seconds, which could damage the clutch's pump.**

B) Egear_snap_Murcielago my09: Acquires all of the data stored in the gearbox control unit. After reading the initial data, the system displays a screen, press OK to continue, and at the same time stores this data in a file inside the system. The file is inside the folder ../preview/logfile with the name Lara-AS (**eg. Fig.19**).



If the file needs to be stored in the memory it must be renamed (Save As...) because the system will overwrite the data in the Lara-As file when the program is restarted.

The most important channels are:

- Channel 9: indicates the engine's speed (rpm).
- Channel 10: indicates the PRIMARY SHAFT.
- Channel 19: Indicates the current position of the clutch, expressed in mm.
- Channel 20: Indicates the clutch's point of slippage; the default can be modified using a special Service Manager measurement file.
- Channel 25: Indicates the clutch slippage time (in seconds); overheating can be calculated based on this time (the higher the value, the greater the clutch wear).
- Channel 27: Indicates the initial position of the clutch, expressed in mm (new clutch).
- Channel 36: Indicates the degree of clutch deterioration; deterioration starts at 15,000 and goes to 20,000.



Notice

- **The difference between the value of channel 19 and channel 27 must never be more than 7.6mm.**
- **The clutch must be changed when the degree of deterioration is equal to 15,000.**

```

Read Data By Local Identifier [19]:
Self-calibrated closed clutch position : 25.94 mm
Raw data: [03 27]
=====
====
Read Data By Local Identifier [20]:
Self-calibrated Clutch Slip Position Start (PIS)Delta : 7.63 mm
Raw data: [00 D7]
=====
====
Read Data By Local Identifier [25]:
Clutch overheating time : 118 seconds
Raw data: [00 76]
=====
====
Read Data By Local Identifier [27]:
Clutch position closed- as when new : 17.71 mm
Raw data: [02 3F]
=====
====
Read Data By Local Identifier [28]:
Torque Driver : 0 %
Raw data: [00 00]
=====
====
Read Data By Local Identifier [29]:
Neutral Selection : 103.0 mA
Raw data: [02 03]
=====
====
Read Data By Local Identifier [30]:
Neutral Coupling : 489
Raw data: [01 E9]
=====
====
Read Data By Local Identifier [31]:
Oil temperature : 18.2 °C
Raw data: [00 B6]
=====
====
Read Data By Local Identifier [32]:
Oil Leakage with EV clutch energized : 65.4 ccm/minute
Raw data: [00 6D]
=====
====
Read Data By Local Identifier [33]:
Oil Leakage with EV not energized : 42.6 ccm/minute
Raw data: [00 47]
=====

```

Fig.19



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C) Open_Solenoid_Murcielago my09: Opens all of the system's solenoid valves.



Notice

- Before carrying out this operation, unscrew the three screws (by-pass) on the actuator a half turn. Repeat the operation as long as there is air in the system. Tighten when the operation has been completed.

D) Selflearning_Egear_Murcielago: In the case of control unit replacement, reflash, or gearbox maintenance, carries out self-calibration to automatically detect the points of clutch insertion.

```
Date: 14.02.05 11:40:46
=====
Measurement file: C:\Programmi\RA Consulting\LaRA-AS\Dr\Read_Clutch_murciela-
go.dra
Script file: C:\Programmi\RA Consulting\LaRA-AS\Dr\Read_Clutch_murciela-
go.enc
Read Data By Local Identifier [19]:
25.94 mm
Raw data: [03 27]
=====
Read Data By Local Identifier [27]:
17.71 mm
Raw data: [02 3F]
```

Fig.20



CAUTION!

Do not start the procedure if personnel are near the gearbox.

E) Read_Clutch_Murcielago my09: Reads the clutch; this is very important because it checks the clutch's wear. The program supplies three values: The current clutch value (channel 19), the initial value (channel 27), and the difference (Fig.20).



Notice

- When the current clutch value exceeds 7.6 mm, it is advisable to carry out a replacement.

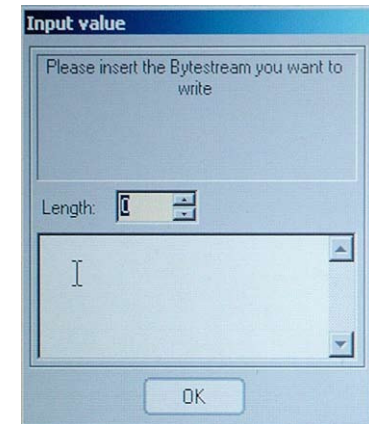


Fig.21

F) Write_Clutch_Murcielago: Permits entering the initial clutch value if the control unit is replaced (hexadecimal data read from channel 27). The entered data can be checked in the Lara-As file; if it is not correct, proceed with rewriting (Fig.21). If the control unit proves to be seriously damaged and this data can no longer be retrieved from the old control unit, a default is entered with a tolerance of $\pm 0 - 1\text{mm}$.



Notice

- Be very careful to report the correct value (hexadecimal); an incorrect value can cause serious damage to the clutch.

G) Read_Write_Clutch_Murcielago my09: Reads the current position of the clutch if it has been replaced (channel 19) and writes it on channel 27 of the control unit (initial position) (Fig.22).



Notice

- If this parameter is not modified after the old worn clutch is replaced, the new clutch could be seriously damaged.

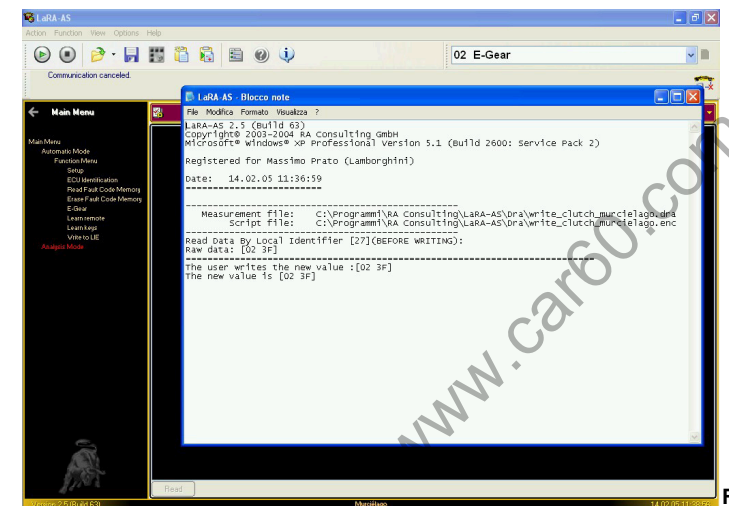


Fig.22



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H) E-Gear_Murcielago_PIS my09: procedure to optimise the PIS value on Murcielago LP640 E-Gear cars equipped with SW version LCD45MMB code 086927755A.

Conditions required to carry out the test:

- engine water temperature > 80°C
- engine oil temperature > 80°C

If the conditions are complied with, to determine the correct PIS setting, drive off a number of times with the accelerator pedal at > 80% (always allow a few minutes' break to allow the clutch to cool down). The engine speed must stabilise at a value between 2300 – 2700 rpm and there must not be any swings.

- If the achieved engine speed is below the reference value (2300 – 2700 rpm), proceed by setting a PIS value which is higher than the default value or anyway higher than the value set previously in the control unit and which can be checked with the diagnosis tool (LaRa) on channel 20 of the E-gear.
- If the achieved engine speed is above the reference value (2300 – 2700 rpm), proceed by setting a PIS value which is higher than the default value or anyway higher than the value set previously in the control unit and which can be checked with the diagnosis tool (LaRa) on channel 20 of the E-gear.

Increasing or decreasing the PIS value modifies the point at which the system attributes practically null transmissivity, therefore, by increasing this value the clutch has more "slippage", making clutch closure "smoother" and increasing the pickup speed; by decreasing this value, the clutch has less "slippage", making clutch closure "sharper" and decreasing the pickup speed.

After modifying the PIS value with the diagnosis tool, to make the modifications effective, switch off the control unit for at least 10 seconds, then start the engine and carry out a number of pickups (at least 5) using the accelerator pedal at < 50% to allow adjustment to the new self-calibration parameters inside the control unit (IDegrFriz).



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Considering the dispersion between the various clutches, it is not possible to foresee a correlation between the PIS variation and engine speed increase/decrease. Therefore it is advisable to proceed in small, 3-bit-maximum steps between one test and another.

Travel in Hexacimal format	Travel [bit]	Car Handling during take-off
C8	200	More Harsh Biting point at lower RPM
CB	203	
CE	206	
D1	209	
D4	212	
D7	215	Default value
DA	218	More Soft Biting point at higher RPM
DD	221	
E0	224	
E3	227	
E6	230	



Note

Software version: 086927755C

www.car60.com



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33 Scan-Tool OBDII

International system for reading error parameters coming from the engine and relative reset.

These codes are divided into groups and can be selected using the select key (**Fig.23**).

To establish the connection between the control unit and the PC, use the following **BASIC.XS** cable (**000200-48a**) and the cable for LARA-AS diagnostics interface (**000200-48b**).

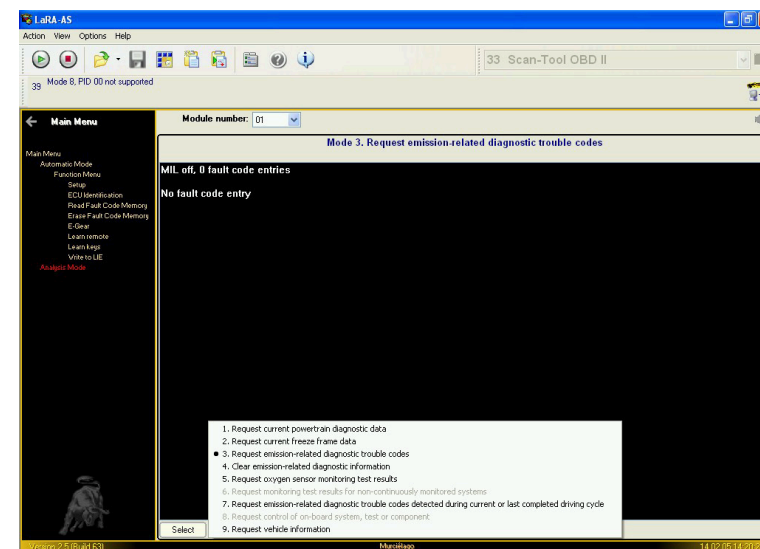


Fig.23



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00 AIR BAG

It allows to read and display the errors stored in the AIR BAG control unit.

To carry out this type of operation after correctly connecting the **BASIC.XS** cable (**000200-48a**) and the cable for LARA-AS diagnostics interface (**000200-48b**):

- Select the **00 AIR BAG** (Fig.24) control unit from the list of control units
- Start the connection

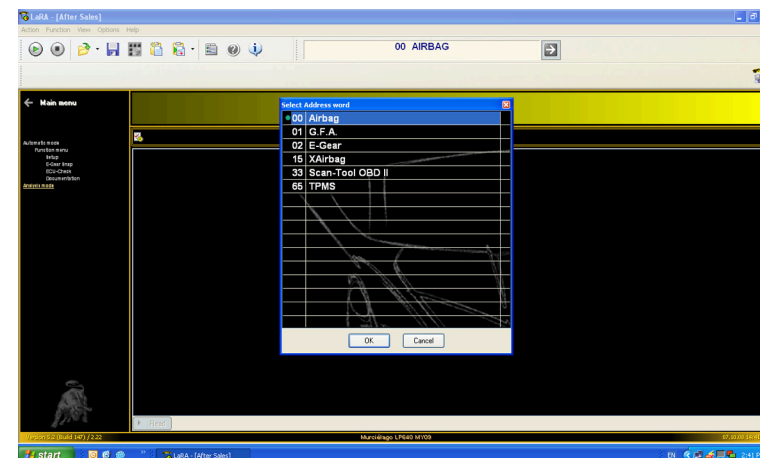


Fig.24

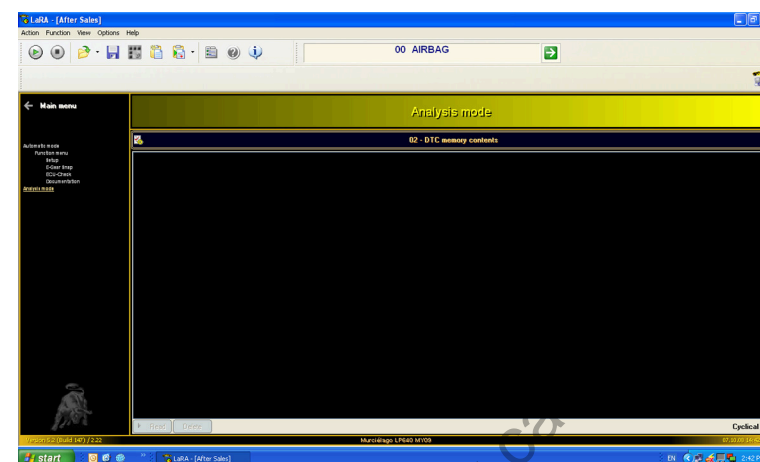


Fig.25