P9288 System Tester

Diagnostics for Porsche 928, 944, 968 and 911 (964 & 993)

Porsche models from the late 1980s to the mid 1990s use a proprietary version of the KWP1281 K & L-line protocol. Modern OBD2 tools show nothing useful on these cars.

The factory tool - and until now the best tool - was the Bosch KTS300, the “Hammer”, with its plug-in KTS301 Porsche module. Those are over thirty years old now and rare. A full set is bulky and expensive and often need repair. A Hammer scan takes over a minute and just shows progress bar. Once scanned the Hammer only shows one item per screen.

The P9288 is a modern replacement designed and assembled in the UK. It scans in less than half the time, and names each control unit on screen as it is found, so you can easily see progress. Single units can be selected even quicker, and several readings shown at once on the large display.



Select vehicle screen

DIAGNOSTIC FUNCTIONS

- **Read faults** - decoded to plain text, not raw codes
- **Clear faults**
- **Set actuators** - switch items to check operation e.g. central locking, blowers, heater flaps, engine valves. Normally engine stopped.
- **Input signals** - read switch states: idle, WOTS, doors and more
- **Actual values** - live voltages, temperatures and RPM with the engine running
- **Where the ECU supports it** – active drive links with the engine running, CO adjustment, read coding, idle adaptation, knock detection etc.

Available functions vary by control unit and version. Some ECUs offer faults and/or actual values only.

- Large, bright 128 × 64 OLED - eight lines of text, so several readings are shown at once
- Automotive-spec rugged interface devices
- Powers from the car or from a computer USB port - no batteries to replace
- Plug in with the ignition on or the engine running, select the vehicle, scan, then follow the menu. Back out and re-start, or pick another unit, at any point.
- Results are saved and appear as a text file when the tester is plugged into a PC. USB mass storage - no drivers to install
- User-upgradeable over USB with a PC application from our website. Future updates and fixes are free of charge
- Built-in logging captures raw data so coverage can be extended
- All firmware was written from scratch, developed clean from observed protocol behaviour. It contains no Bosch or Porsche software
- Car 12V, K & L-line voltage screen to verify interface

MODELS AND CONTROL UNITS SUPPORTED

928
1988 – 1994

- LH-Jetronic fuel injection
- EZK ignition timing
- RDK tyre pressure monitoring
- PSD electronic limited-slip diff
- Airbag
- Alarm

*964 ABS on Carrera 4 only (PDAS)

944
1989 – 1991

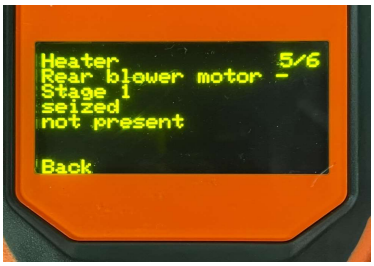
- DME Motronic engine control
- Airbag
- Alarm

968
1992 – 1995

- DME Motronic engine control
- Airbag
- Alarm
- Tiptronic

911
964 1989 – 1994
993 1995 – 1996 (not US 1996)

- DME Motronic engine control
- *PDAS all-wheel drive, traction control & diff locks
- ABS5 / ABS5-ABD anti-lock braking & traction control (993)
- Tiptronic
- Heater
- Airbag
- Alarm



Faults decoded to plain text



Live DME values, read all 964 DME values in 2 screens


Hard case, both cables included

IN THE BOX

- P9288 System Tester in a protective hard plastic carry case
- 1 m OBD-type cable
- 1 m adaptor cable for the 19-pin circular connector, **correctly wired** - many after-market 19-pin leads are not, and simply will not work

Between them the two cables cover every supported model except the earliest 928s, which need one further adaptor - please ask.

£495

including both cables and case

One year warranty

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