

Read this entire document Including notes at the end before running with this procedure.

This is a draft procedure developed and tested by Rennlist member Jay777 and validates on his 1997 Carrera 2S Varioram engined car.

This procedure is designed so the minimum of 3 monitors required for a successful state inspection change to a ready state OTHER THAN the AIR MONITOR that is associated with a clogged exhaust air injector system.

### Pre-Planning Steps

A	Check with emissions in your state to verify they only need 3 monitors in a READY state to pass emissions some states may require or more.	This procedure is to set 3 of 5 monitors on a 993
B	Acquire a OBDC Reader that displays the status of the 5 readiness states. To develop this procedure an Autel AL519 was used that allows for the viewing each of the five READY states individually.	
C	Diagnose and repair any emission related faults other than secondary air injector faults before attempting this procedure, faults such as oxygen sensor or misfire.	
D	Find a place to drive a minimum of 20 miles at less than 60mph in a steady state at less than 3000 RPMs.	

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Programming Steps:

Step	Action	Feedback
1	Attach your OBDC Reader to your cars OBDC Port	Leave the reader attached to facilitate later steps in the process
2	RESET the monitors by erasing any fault codes using the OBD2 reader.	This will clear any faults and set all 5 monitors to a NOT READY state.
2	Set the OBDC Reader to the menu where Readiness codes are read to verify NOT READY states.	
3	Drive a minimum of 20 miles at less than 60mph and less than 3000 RPMs in a somewhat steady state.	For example about 55 in 5th gear. Cruise control helps.
4	Turn car off, remove key, let the car sit for a minute or so and restart.	All 5 monitors should display as NOT READY on the reader.
5	Drive a minimum of 20 more miles at less than 60mph and less than 3000 RPMs as above in a somewhat steady state.	For example about 55 in 5th gear. Cruise control helps.
6	Turn car off, remove key, let the car sit for a minute or so and restart.	All 5 monitors should display as NOT READY on the reader.
7	Begin third driving cycle at less than 60mph and less than 3000 RPMs in a somewhat steady state.	Be prepared to check READY states with your OBDC Reader while driving.
8	Check the READY states between 13 and 18 miles into this driving cycle	The CAT and O2 Heater monitors should go READY state. If EVAP is NOT READY. Go to step 9. If EVAP went READY go to step 10.
9	Come to a stop without turning the car off and idle in neutral and observe OBDC Reader.	EVAP monitor should go ready state in less than 5 minutes.
10	You now have the required THREE monitors ready. Drive your car to the State Emissions testing facility and have it tested.	You must do emissions testing right after the procedure without letting the car cool down. The AIR monitor will go READY on the first cold start after completing the sequence and then the CEL tripped 12 to 17 miles after that.

Notes:

This is a DRAFT procedure that was done on a model year 1997 993. There is some question as to if a code reader will display individual readiness codes for other model year vehicles.

There is the possibility this procedure works by going through the drive sequence even though the individual status codes may not be readable with an OBDC code reader for other model years.

The model year of your vehicle can be identified from the ECU using a code reader or determined from the VIN number of the vehicle.

This procedure is designed so the minimum of 3 monitors required for a successful state inspection change to a ready state OTHER THAN the AIR MONITOR that is associated with a clogged exhaust air injector system.

If you try this procedure and you have had success with it, it would be greatly appreciated if you forwarded your results, any notes you developed and all but the last 4 digits of your vehicle's VIN to [andrew.hess@differentlight.biz](mailto:andrew.hess@differentlight.biz) so a model year and variant compatibility.