

## **Release notes for Scania Diagnos & Programmer 3, version 1.21**

Version 1.21 replaces version 1.20 of the SDP3 program and supports the earlier systems in P, G, R, T series and K, N series vehicles and Scania Engines.

### **Installation**

Install SDP3 by double-clicking on the downloaded file.

In order to install the SDP3 program, Administrator authority is required.

Follow the instructions on the screen. On installation you will be prompted to insert the VCI2 and USB key so the installation can check that the correct versions of drivers and firmware (software in VCI2) are being used. When this is carried out for the first time, the Windows hardware wizard starts. Work through the hardware wizard and then continue with the installation. To continue, click Retry. SDP3 may require the computer to be restarted after the first part of the installation. After restart, the installation will continue automatically.

### **System-specific changes in version 1.21**

The changes in this version are presented below, by control unit.

#### **BMS – Brake management system**

Type:

##### ***EBS – Electronic brake system***

Support for Freeze Frames introduced for supplementary numbers from 1735699 onwards.

Support introduced for supplementary numbers 1888378 and 1888379.

Incorrect display of pressure modulators on 8X4 without load transfer corrected, and V83 is now shown, together with the fact that pressure can only be activated axle-by-axle to the tandem bogie via V95.

#### **RTC – Road traffic communicator, C200**

New service added: "Restart of the control unit", to restart the control unit without shutting it down.

New checks added:

Check on the signal strength of the GSM antenna, check that the IP config settings have been received by the control unit, and check the total time when the vehicle exceeded the maximum speed or was driven at excessive engine speed.

#### **RTI – Road traffic information**

Check on the status of the control unit added, allowing the system type, screen type, SIM card and antenna status to be checked.

### **COO – Coordinator**

Conditions for the guide to the kick-down level added. Previously, the guide was present on all types of vehicle, but now it is conditional on FPC for kick-down signals.

### **LDW – Lane departure warning**

New supplementary number. The new software does not send a test signal when the system starts up.

New guide to calibrating the LDW camera.

### **DIS – Distance sensor**

Updated guide to aligning the distance sensor.

### **GMS – Gearbox management system**

With the introduction of the automatic clutch, new control units for Opticruise have been introduced also.

The following functionality for the automatic clutch has been added in SDP3:

- Check on the function of the clutch unit
- Bleeding the clutch unit
- Resetting the clutch configuration

The stroke length should be checked after any change of clutch unit and after bleeding the clutch unit.

The clutch unit should be bled after any change of clutch fluid.

The clutch adaption should be reset after any change of clutch unit and/or clutch.

### **VIS - Visibility system**

The functional parameters to enter the number of direction indicators have moved from "Local conversion" to "Adjustment" under "VIS system in the "Electrical system" view.

### **SMS – Suspension management system**

The program has been changed to remove redundant question marks. These were displayed when the program tried to take readings from components that were not present on the vehicle.

The option *Without*, for the functional parameter *Maximum permitted rear axle weight during load transfer*, has been removed.

## **Known problems and shortcomings – general**

- a) There have been instances where the user functions in the user function view in SDP3 have the status "unknown" or are indicated by a figure. This is because SDP3 has no information about the user function. This information will be constantly updated in future versions of SDP3.
- b) If there are inactive fault codes in any system, a warning message will be displayed when you select "Conversion". The warning message tells you that there are inactive fault codes in the vehicle.
- c) In some cases, implausible values may be displayed, e.g. 102%. This means that the sensor signal is incorrect or is missing. This applies to all control units except OPC, where it means that kick-down is active.
- d) In some cases, more circuits are displayed than are actually present on the vehicle.
- e) Certain parameters are presented differently in the Adjustment tab and the Product information tab.
- f) When you go into the Adjustment tab, not all the available adjustable parameters can be seen. When Edit is pressed the program reads out the vehicle and displays all parameters.
- g) The Product information tab always shows both servers for OPC4 even if only one is active.
- h) The login to Scania to send in operational data has faulty error handling. If you are not sure whether you have the correct authority/password, check that you can log in on the SAIL portal.
- i) If contact is lost with a VCI or USB key, SDP3 must be restarted.

## **Known problems and shortcomings – software campaigns**

- a) Double dialogue boxes pop up if there are network problems.
- b) If you have logged in once into Campaign or Maintenance and then after closing the job try to communicate via the "tunnel" again, SDP3 will remain hanging for a long time. The operational data/campaign will fail.

## **Known problems and shortcomings – Scania Engines**

- a) Where the SOPS file is missing, neither groups nor user functions will be displayed.

## **Known problems and shortcomings – specific systems**

Known problems and shortcomings in this version are presented below, by control unit.

### **EMS – Engine management system**

If vehicle speed limiter 2 does not work on buses, the BCS control unit requires spare parts programming.

For a change of engine where the engine is fitted with XPI and S7, the injector codes

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must be copied from the control unit to the SOPS file. This function is available under Conversion/S7/Adjustments.

The engine should be switched off when adjusting parameters. There is no blocking function for this in the program.

Always unlock the engine control unit using SDP3 before removing it from the vehicle.

Read status texts and comments to see which functions to choose (click on the line to view the comment).

When adjusting parameters, a message may sometimes appear indicating that the set values do not correspond to SOPS. This is not a problem with the vehicle. Remedy: Carry out a normal adjustment of the parameters.

On some vehicles T29 is only displayed under circuit C, connectors.

#### **ACS – Articulation control system**

An articulated bus has 2 control units (E571 and E572) for the articulation control system. In order to prevent different software versions from ending up in the same bus, both control units should be renewed, even if only one is defective.

#### **BCS – Bus chassis system**

If vehicle speed limiter 2 does not work on buses, the BCS control unit requires spare parts programming.

#### **ICL – Instrument cluster**

The pictures under the descriptions of the parameters have been mixed up.

#### **BMS – Brake management system**

Type:

#### ***EBS – Electronic brake system***

For control units with supplementary numbers 1541729 and 1541730, the retarder lever must be set to position zero for the EBS control unit to respond. This also applies to spare parts programming and adjustment of parameters, because the EBS control unit will be damaged unless the retarder lever is in the 0 position.

The retarder lever must be in the 0 position for other supplementary numbers too, for spare parts programming and adjustment of parameters. These control units will not be damaged, but it is possible that this measure will fail.

To enable adjustment of the parameter "Complete shutdown of off-road traction control", it is necessary to carry out spare parts programming of the EBS control unit on earlier production vehicles.

## **If you encounter problems**

If you have any problems with the SDP3 program you can:

1. Restart SDP3 and repeat the task that you were working on. If the problem persists:
2. Reinstall SDP3 and repeat the task that you were working on. If the problem persists:
3. See below.

Dealers should contact their distributors with questions and proposals for developing the SDP3 program. The distributor will contact the technical "Help Desk" function, department WSB in Södertälje, Sweden or will use the FRAS system to report the dealer's problem with SDP3.

When reporting faults with SDP3, it is important to attach log files and a demo recording of the vehicle in order to receive a faster response to the fault report. Recreating the problem generates log files that are used by the factory to troubleshoot SDP3. Attaching the log files and demo recording facilitates communication between the distributor and factory and speeds up the reply to the fault report; see TI 00-05 11 02.

## Demo vehicles with SDP3 1.21

The table below contains a description of the systems contained in demo vehicles delivered with SDP3 1.20.

|     | Truck<br>YS2R6X40002024501 | Truck<br>YS2R8X40002029916 | Truck<br>YS2R6X20002017813 | Truck<br>YS2R4X20002035440 | Bus<br>YS2K4X20001857613 | Scania Engines<br>6511574 |
|-----|----------------------------|----------------------------|----------------------------|----------------------------|--------------------------|---------------------------|
| AHS |                            |                            | X                          | X                          |                          |                           |
| RTI |                            |                            | X                          | X                          |                          |                           |
| TCO | X                          | X                          | X                          | X                          | X                        |                           |
| LDW |                            |                            |                            | X                          |                          |                           |
| CSS |                            |                            | X                          | X                          |                          |                           |
| EEC |                            |                            | X                          |                            |                          |                           |
| TPM |                            |                            |                            | X                          |                          |                           |
| APS | X                          | X                          | X                          | X                          | X                        |                           |
| SMS |                            |                            | X                          | X                          | X                        |                           |
| BWS |                            | X                          | X                          | X                          |                          |                           |
| AUS |                            | X                          | X                          | X                          |                          |                           |
| DIS |                            |                            |                            | X                          |                          |                           |
| COO | X                          | X                          | X                          | X                          | X                        |                           |
| BCS |                            |                            |                            |                            | X                        |                           |
| VIS | X                          | X                          | X                          | X                          | X                        |                           |
| LAS |                            | X                          | X                          | X                          |                          |                           |
| CCS | X                          | X                          | X                          | X                          |                          |                           |
| ICL | X                          | X                          | X                          | X                          | X                        |                           |
| BMS |                            | X                          | X                          | X                          | X                        |                           |
| GMS |                            | X                          | X                          | X                          | X                        |                           |
| EMS | X                          | X                          | X                          | X                          | X                        | X                         |