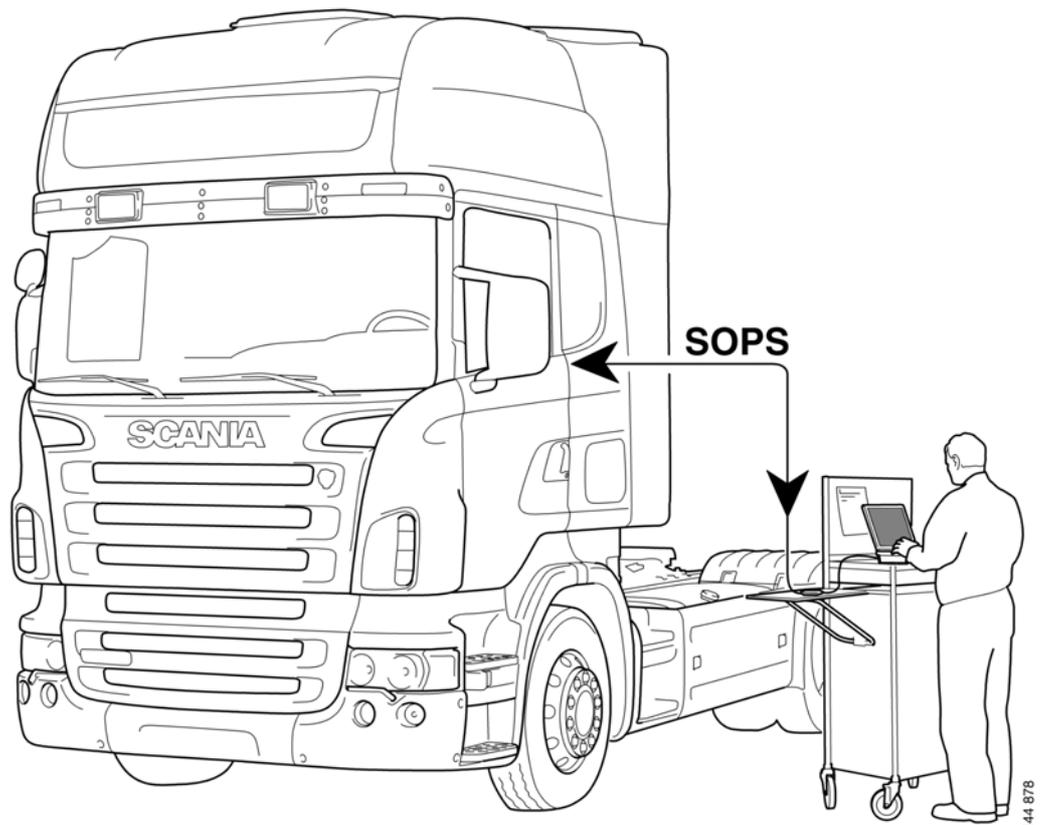


SCANIA

SDP:03

Issue 1 en

Factory supported conversion



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Introduction

Factory supported conversion means swapping the vehicle's existing SOPS file for an updated SOPS file. You can either download the file yourself from the SAIL web portal or it can be sent to you by your local Scania distributor.

In contrast to a local conversion, it is not possible to carry out a factory supported conversion without making contact with Scania.

Always start by saving the vehicle's existing SOPS file, basing the update on it. When the file has been saved, no other conversions must be carried out on the vehicle. If a change is made, the contents of the new SOPS file will not correspond to the conditions applicable when the old file was used. It will not then be possible to use the updated SOPS file.

A completed factory supported conversion must always be reported to Scania.

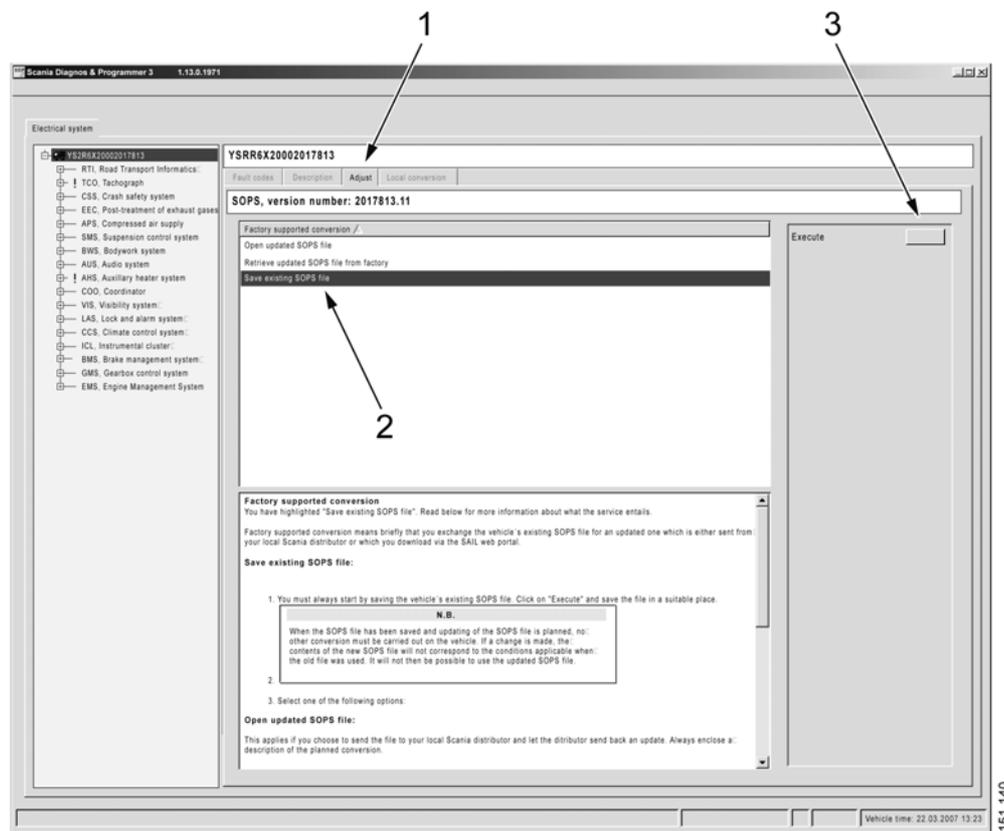
So there are two ways to update the vehicle's SOPS file:

- Upload the existing SOPS file via the SAIL web portal, specify your proposed changes and then download the updated file from the same website
- Send the existing SOPS file, including a description of the proposed conversion to Scania. Scania will then send back an updated file once it has been approved

Both of these methods are described in this Manual.

Procedure

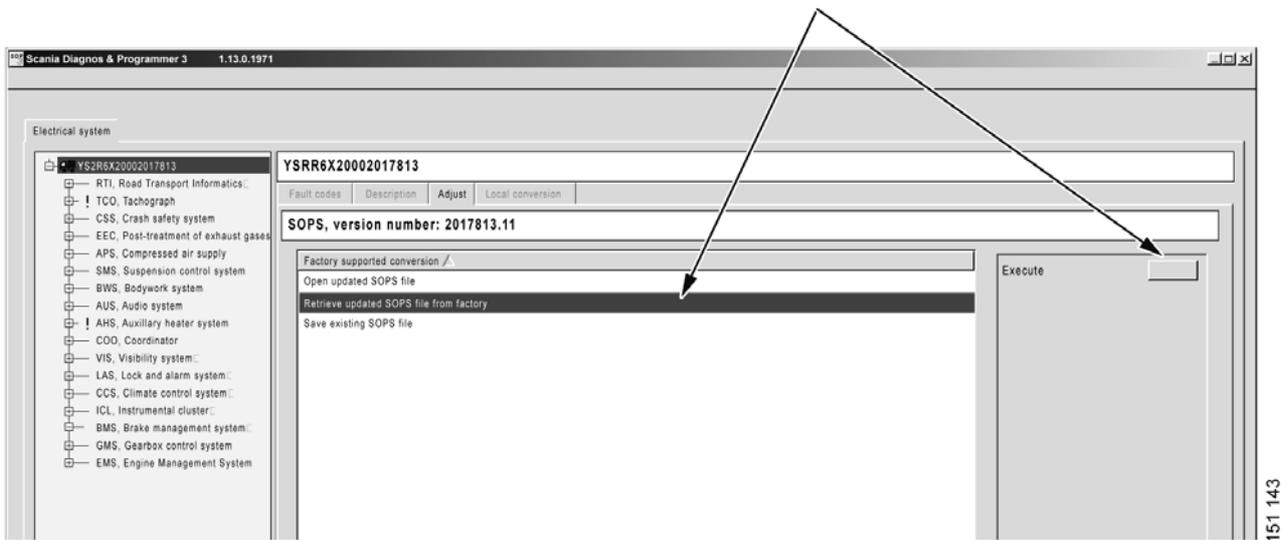
Start the conversion and save the SOPS file



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- 1 Start SDP3 and select the Conversion work option.
- 2 Read and rectify any fault codes registered in the vehicle.
- 3 Highlight the vehicle level in the navigation field and select Adjust 1.
- 4 Highlight Save existing SOPS file 2 and continue 3.
- 5 Save the file in the suggested location, or, if necessary, select another location.
- 6 Decide whether to use the SAIL web portal to update the file or whether to send it to Scania together with an order. The options are described on the following pages.

Load an updated SOPS file via the SAIL web portal

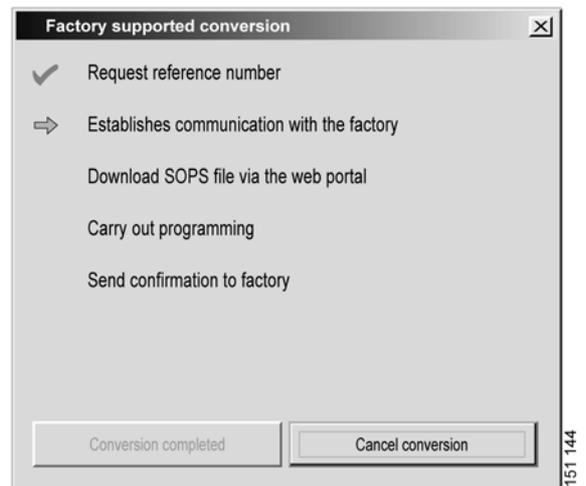


When the updated file is ready to be loaded into the vehicle: Select Retrieve updated SOPS file from factory.

Use this option if you choose to use the SAIL web portal to update the SOPS file. It is a quick and reliable method which is always preferable provided the proposed conversion is frequent and available.

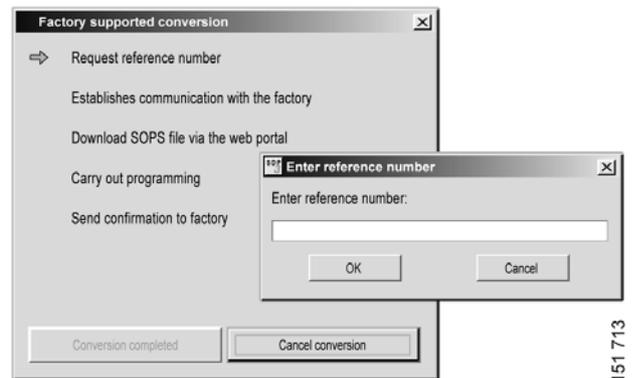
- 1 Log on to the web portal with your SAIL authorisation. Check whether the proposed conversion is available via the portal. If not, contact the Help Desk.
- 2 Upload your saved SOPS file as described in the instructions on the portal.
- 3 Enter your proposed changes as described in the instructions on the portal. Agree to order an updated SOPS file.
- 4 Make sure that the components required for the conversion have been added to the vehicle.

- When the updated file is ready to be loaded into the vehicle: Return to SDP3, select Retrieve updated SOPS file from factory and press Execute. A workflow starts and is displayed step by step on the screen.



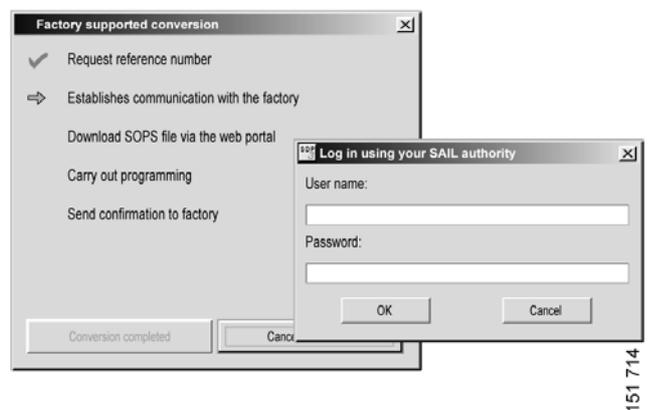
The workflow is displayed step by step on the screen.

- In the first step you are prompted to enter the reference number you received earlier in the portal.



Enter reference number.

- In the next step you log on to the SAIL web portal again. You are prompted to enter your user name and password.



Enter your user name and password.

- 8 Download the updated SOPS file via the web portal.
- 9 When it is time to load the SOPS file into the vehicle, the program displays a control window containing the version numbers of the SOPS files. Check that the numbers are correct before continuing.



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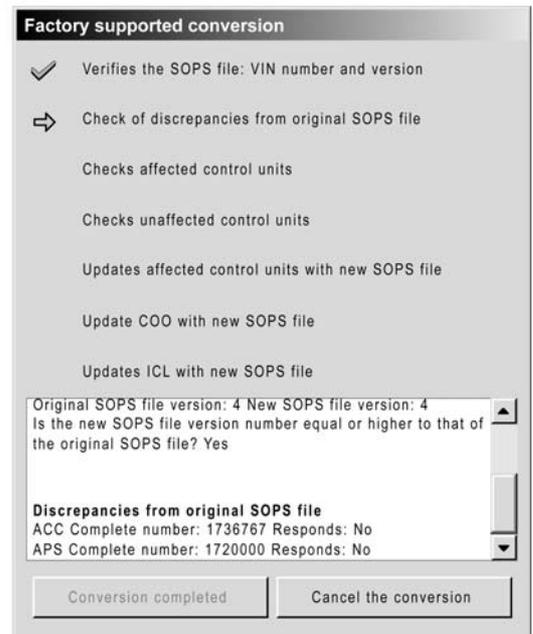
Check that the version numbers agree.

- 10 When you continue, the actual load workflow starts. The seven step flow is displayed step by step on the screen, to one side of the main flow.

Step 1: Verifies the SOPS file: VIN number and version

This verifies the new SOPS file VIN and version number. The VIN must be the same as the VIN of the original file. The version number must be equal to or greater than the version number of the original file.

If any of the numbers are incorrect you must cancel the conversion. Check that you have provided the correct information and try again.



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The loading workflow is displayed step by step on the screen. Information about the result of each step is displayed in the white field at the bottom of the window.

Opposite you can read what happens in each step in detail.

Step 2: Checking discrepancies with the original SOPS file

This calls all control units that, according to the original SOPS file, should be found in the vehicle.

If a control unit does not respond: The SOPS file expects the control unit to exist, but SDP3 cannot make contact with the control unit.

If a control unit gives an unexpected response: The control unit responds, despite the SOPS file not expecting it. The control unit may be new and unknown in the vehicle.

Conversion need not be cancelled in these cases.

Step 3: Checks affected control units

This checks the control units that must be updated during conversion. The program checks whether the control units respond to calls and whether they are supported by this version of SDP3. The control units are listed first on the top row in the information field. Then the result of the verification is displayed for each of the control units.

For the conversion to be performed, all affected control units must respond and be supported by SDP3. You must cancel the conversion if any of the control units cannot meet these requirements. If a control unit does not respond, troubleshoot the control unit. If a control unit is not supported, check that you are using the correct version of SDP3.

Step 4: Checks unaffected control units

This checks the control units that do not need to be updated during conversion. The program checks whether the control units respond to calls and whether they are supported by this version of SDP3. The control units are listed first on the top row in the information field. Then the result of the verification is displayed for each of the control units.

These control units do not need to be updated. Instead their settings are transferred to the new SOPS file. This takes place automatically if the control unit responds to calls and is supported by SDP3. If a control unit does not fulfil these criteria, an opportunity is provided to try to manually transfer its settings from the original SOPS file.

Conversion need not be cancelled if the transfer is unsuccessful, however, troubleshooting should be

carried out after the conversion has been completed. Spare parts programming may need to be performed.

Step 5: Updates affected control units in accordance with new SOPS file

As the affected control units are updated the result is listed row by row in the information field. The top row first displays which control units are going to be updated.

If a control unit cannot be updated its settings will differ from the SOPS file. This will not be approved and if it occurs you must cancel the conversion. Troubleshoot the relevant control unit and then restart conversion.

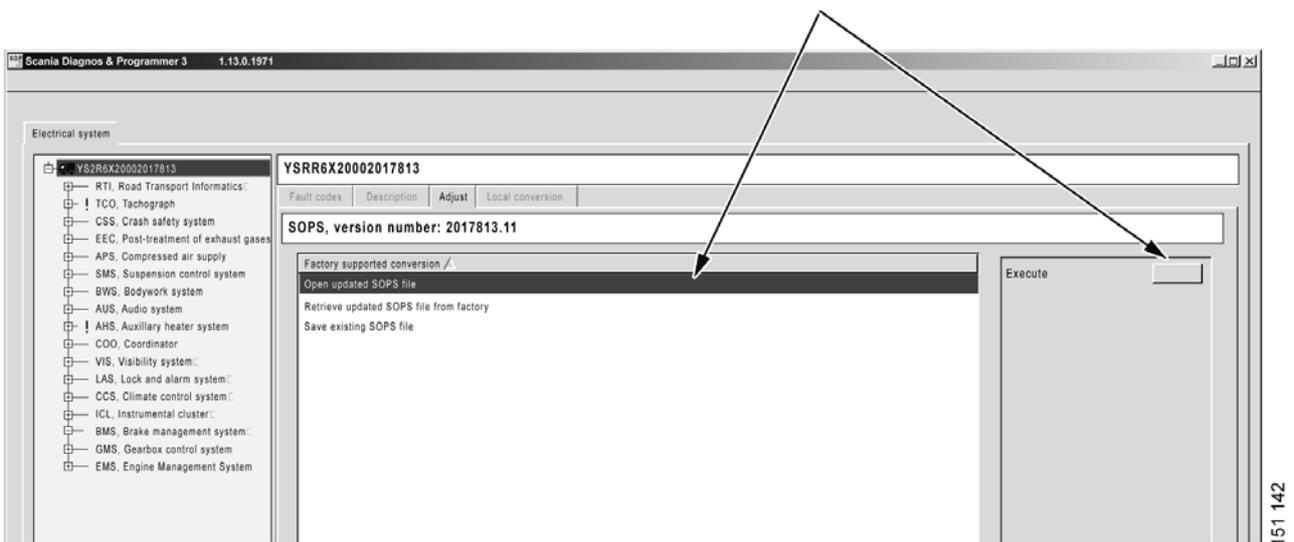
Steps 6 and 7: Updates COO (coordinator) and ICL (instrument cluster) with a new SOPS file

The coordinator and instrument cluster are the vehicle's SOPS file carriers. To complete the conversion the new SOPS file is loaded into these control units.

There must be no difference between the SOPS files in the two control units. If the program is unsuccessful in loading the file into either of the control units, the conversion must be cancelled. Troubleshoot the relevant control unit and then restart conversion.

- 11 When the conversion is complete a confirmation is sent to Scania. Rectify any fault codes generated during conversion.
- 12 Certain customer parameters may have reverted to their default values during loading. Some control units may also need to be calibrated. Calibrate and reset control units which may have been affected. Adjustment can be carried out from the same view in the program.

Load an updated SOPS file sent from Scania



When the updated file has been sent back and is ready to be loaded into the vehicle: Select Open updated SOPS file.

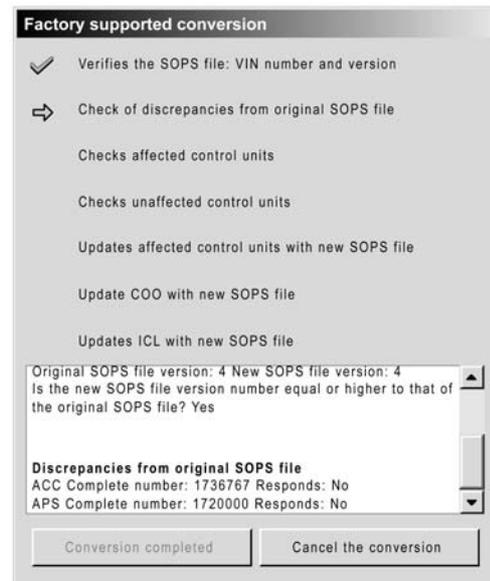
This option applies if you choose to send the SOPS file to Scania and let the distributor send back an update.

- 1 Describe your proposed conversion in detail and enclose the description with the SOPS file when you send it to your distributor/importer. You can use e-mail or a CD.
- 2 When the conversion has been approved: Make sure that the components required for the conversion have been added to the vehicle.
- 3 When you have received the updated file: Return to SDP3, select Open updated SOPS file and press Execute.

- 4 The SOPS file starts to load and a seven step workflow is displayed step by step on the screen.

More detailed information about what is happening in each step is contained in point 10 on pages 6-8 in this manual.

- 5 Notify Scania when the conversion is complete and the SOPS file is loaded.
- 6 Rectify any fault codes generated during conversion.
- 7 Certain customer settings for function parameters may have reverted to their default values during loading. Calibrate and reset control units which may have been affected. Adjustment can be carried out from the same view in the program.



The loading workflow is displayed step by step on the screen. Information about the result of each step is displayed in the white field at the bottom of the window.