

Release notes for Scania Diagnos & Programmer 3, version 2.2

Version 2.2 replaces version 2.1 of the SDP3 program and supports the earlier systems in P, G, R, T series and K, N series vehicles and Scania Engines.

A new layout and graphic design was introduced in version 2.2. It is now also easier to choose and change demo file in demo mode. A new function was introduced in the connection used to check whether control unit software has been manipulated.

Installation

Install SDP3 by double-clicking on the downloaded file.

It is necessary to have administrator's rights in order to install the SDP3 program.

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 2.2

The changes in this version are presented below, by system.

RTC – Road traffic communicator, C200

A check of the remote driver card information upload switch has been added.

RTI – Road traffic information, Interactor

New objects are shown at Check: System type, type of display and whether the vehicle is RHD or LHD.

TCO – Tachograph

Fault codes for new Continental/Siemens tachographs are now available.

VIS – Visibility system

New function parameters have been introduced. The parameters expand setting options for high-pressure headlamp washing on buses. Now, the length of the spray time, the activation time of the spray button (amount of time the button must be depressed for the headlamp washing request to be understood) and the number of skipped windscreen washes can be set. This makes washer fluid usage more efficient.

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 SDP3 in future editions.

- 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 the VCI, SPD3 must be restarted.

Known problems and shortcomings – software campaigns

- a) 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 then 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 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).

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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.

BMS – Brake management system

Version:

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.

RTC – Road traffic communicator, C200

The signal strength depicted as a histogram has the right scale, but shows an incorrect value. The value shown is within the range 0 to 31 and the value is not in the unit percent as specified. The value 31 corresponds to 100% and indicates full reception. This goes linearly down to 0, which means no reception (0%). The borderline for insufficient reception lies between 0 and approx. 9. This shortcoming in the program will be remedied.

RTI – Road traffic information, Interactor

The signal strength depicted as a histogram has the right scale, but shows an incorrect value. The value shown is within the range 0 to 31 and the value is not in the unit percent as specified. The value 31 corresponds to 100% and indicates full reception. This goes linearly down to 0, which means no reception (0%). The borderline for insufficient reception lies between 0 and approx. 9. This shortcoming in the program will be remedied.

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 distributor with questions and suggestions for enhancing the SDP3 program. The distributor will contact the technical "Help Desk" function 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. Appending the log files and demo recording facilitates communication between the distributor and the factory and will speed up how quickly a response to the fault report can be given. See TI 00-05 11 02.

Demo vehicles with SDP3 2.2

For current demo vehicles, use the "Reports" shortcut on the desktop.