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2016.Mar



iSCAN II
Driving Diagnostics

Exhibition

2016 TAIPEI AMPA

EXHIBITION DATES : APRIL 06 - APRIL 09, 2016
TWTC Nangang Exhibition Center, Taipei, Taiwan
Booth Number: M0912

2016 Automechanika Dubai

EXHIBITION DATES : MAY 08 - MAY 10, 2016
Dubai International Convention and Exhibition Centre
Booth Number: SR-E35

2016 Automechanika Frankfurt

EXHIBITION DATES : SEPTEMBER 13 - SEPTEMBER 17, 2016

Messe Frankfurt GmbH Fair Ground, Germany

Booth Number: Coming Soon

We look forward to greeting you there!



Latest Versions (Mar, 2016)

2016-03-15		
FUSO	V2015.12/V2016.02	USEN/TWCH
2016-03-04		
iSCAN-II wt IMS2 PKG	V1.00	CHCH
MB Coding	V2015.12	USEN/TWCH/JPJP
IMS2-JLR	V1.00	USEN/TWCH/JPJP
2016-03-01		
CHRYSLER	V2016.01	USEN/TWCH/JPJP
iSCAN-II MINI	V7.01	USEN/TWCH/JPJP/KRKR
MINI	V2014.12SP2 / V2015.12	USEN/TWCH/JPJP/KRKR
SUZUKI	V2014.12 / V2015.12	USEN/TWCH/JP
2016-02-19		
IMS2-BMW-2(ICOM)	V3.00	USEN/TWCH
2016-02-18		
MASERATI	V2014.12 SP1 / V2015.12	USEN/TWCH/JPJP
MAZDA Programming	V2015.12	USEN/TWCH
LANDROVER Programming	V2015.12	USEN/TWCH/JPJP
FORD Programming	V2015.12	USEN/TWCH
GM Global	V2015.05	JPJP
GM	V2015.10	JPJP
OPEL-UK	V2016.01	USEN/JPJP
OPEL-TW	V2016.01	TWCH
SAAB	V2016.01	USEN/TWCH/JPJP
ISUZU	V2016.01	USEN/TWCH/JPJP
ISUZU Truck	V2012.12SP1/V2013.12SP2/V2014.12SP2/V2015.12	USEN/TWCH
ISUZU Truck	V2016.01	USEN/TWCH/JPJP
BMW Programming	V2016.01	USEN/TWCH/JPJP
BMW Programming	V2015.12/V2014.12SP3	USEN/TWCH
BMW F-CIP	V2016.01	USEN/TWCH/JPJP
BMW F-CIP	V2015.12/V2014.12SP4	USEN/TWCH
BMW Encoding Database	V2016.01	
2016-01-28		
FIAT	V2015.11 / V2014.12SP1 / V2012.12	USEN/TWCH/JPJP
OBDII	V2015.12	USEN/TWCH/JPJP
DAIHATSU	V2014.12 / V2015.12	USEN/TWCH/JPJP

RENAULT	V2014.12 SP2 / V2015.12	USEN/TWCH/JPJP
2016-01-08		
PORSCHE Programming	V2015.02 / V2014.12	USEN/TWCH/JPJP
2016-01-06		
BMW Diag F Series	V2015.12 / V2014.12SP4	USEN/TWCH/JPJP/KRKR
MB	V2015.12 / V2014.12SP3	USEN/TWCH/JPJP
LANDROVER	V2015.12	USEN/TWCH/JPJP
HINO Truck	V2012.12SP1	USEN/TWCH
HINO Truck	V2015.11	USEN/TWCH/JPJP
PEUGEOT	V2015.10 / V2014.12SP1	USEN/TWCH/JPJP
CITROEN	V2015.10 / V2014.12SP1	USEN/TWCH/JPJP
NISSAN/INFINITI	V2015.12 / V2014.12SP2	USEN/TWCH/JPJP/MXSP
MITSUBISHI	V2015.12 / V2014.12SP1	USEN/TWCH/JPJP
2016-01-04		
iSCAN-II wt Supercar PKG YUP 2016		TWCH
iSCAN-II wt Programming PKG YUP 2016		CHCH
VeDiS-II Supercar PKG YUP 2016		TWCH

Yearly Update Project (YUP) Software

Software release monthly for:

iScan-IIwt /VeDiS-II EURO PRO YUP 2016

iScan-IIwt /VeDiS-II ASIAN PRO YUP 2016

Please get the updates from website.

Technical Guidance

VASS DSG The 7-speed Transmission Calibration

1. Introduction of Dual Clutch / Direct Shift Gearbox (DSG)

The dual-clutch transmission was designed to eliminate the lag inherent in SMTs and manuals. The twin-clutch transmission is essentially two separate transmissions with a pair of clutches between them. One transmission provides odd-numbered speeds (ie first, third and fifth gear), the other provides even-numbered speeds (second, fourth and sixth). When the car starts out, the "odd" gearbox is in first gear and the "even" gearbox is in second gear.

The clutch engages the odd gearbox and the car starts out in first gear. When it's time to change gears, the transmission simply uses the clutches to switch from the odd gearbox to the even gearbox, for a near-instant change to second gear. The odd gearbox immediately pre-selects third gear. At the next change the transmission swaps gearboxes again, engaging third gear, and the even gearbox pre-selects fourth gear.

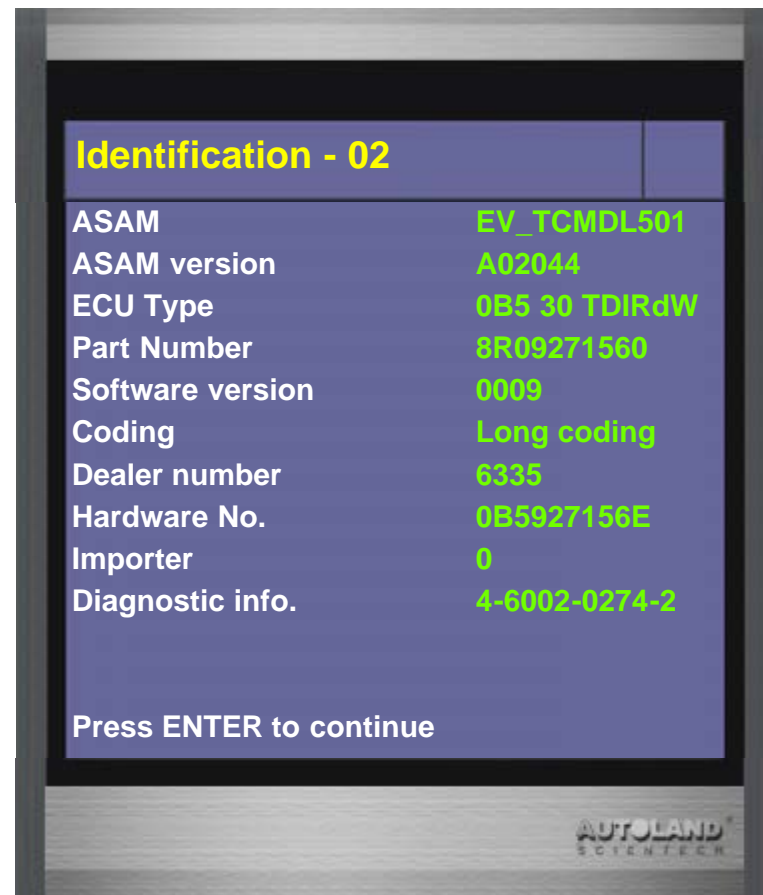
Dual-clutch transmissions use two fundamentally different types of clutches: one is two wet multi-plate clutches, bathed in oil (for cooling)—and the other is two dry single-plate clutches. The wet clutch design is generally used for higher torque engines that can generate 350 newton metres (258 lbf·ft) and more, whereas the dry clutch design is generally suitable for smaller vehicles with lower torque outputs up to 250 N·m (184 lbf·ft). However, while the dry clutch variants may be limited in torque compared to their wet clutch counterparts, the dry clutch variants offer an increase in fuel efficiency, due to the lack of pumping losses of the transmission fluid in the clutch housing.

2. How to distinguish the 7-speed DSG UDS and Non UDS Transmission

(1). 0B5 Transmission

Transmission version shows ASAM on first line of ID page is UDS system. Please check this e-paper:

VASS DSG (UDS) The 7-speed Transmission Calibration -1

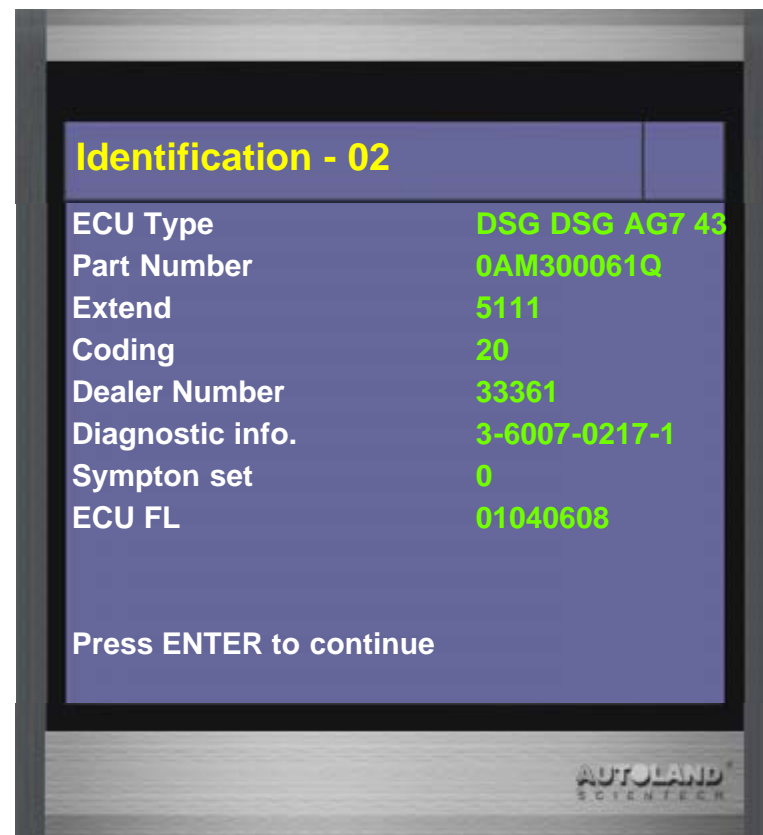


(2). 0AM Transmission

Transmission version NO shows ASAM on first line of ID page is Non UDS system.

Please check this e-paper:

VASS DSG (Non UDS) The 7-speed Transmission Calibration -2





VASS DSG (UDS) The 7-speed Transmission Calibration -1:

◆ 0B5 DSG (UDS) The 7-speed Transmission Calibration

1. Distance sensor calibration

A. When to perform Distance sensor calibration:

- (1). Removal/Replacement/Repair or change lever
- (2). Change gears
- (3). The ECU has been replaced

B. Pre-requisites :

- (1). Start the engine and keep vehicle idling
- (2). The Shift position is in the Park position
- (3). No fault on ecu
- (4). Do not depress brake pedal
- (5). Transmission temperature 20 - 60 °C

2. Clutch engagement point adaptation

A. When to perform Clutch engagement point adaptation:

- (1). The clutch has been replaced.
- (2). The ECU has been replaced.

B. Pre-requisites :

- (1). Start the engine and keep vehicle idling
- (2). The Shift position is in the Park position
- (3). Transmission temperature 40 - 100 °C

3. Reset start point adaptation to the factory setting

A. When to perform Reset start point adaptation to the factory setting:

- (1). Repair gear actuator

B. Pre-requisites :

- (1). Turn off the engine and turn ignition On
- (2). The Shift position is in the Park position

4. Adaptation of multi-function transmission range (TR) switch

A. When to perform Adaptation of multi-function transmission range (TR) switch:

- (1). The gearshift lever has been replaced.
- (2). The ECU has been replaced.

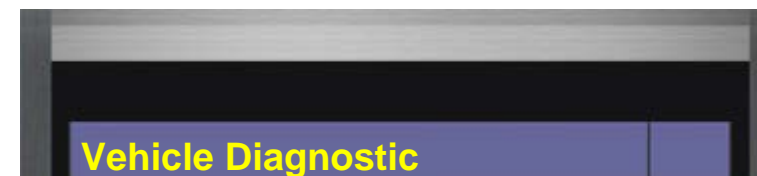
B. Pre-requisites :

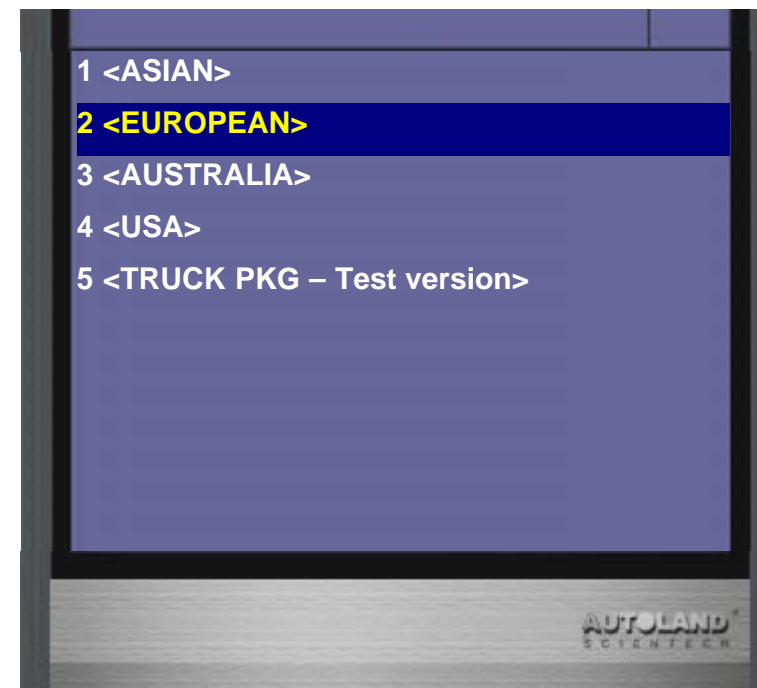
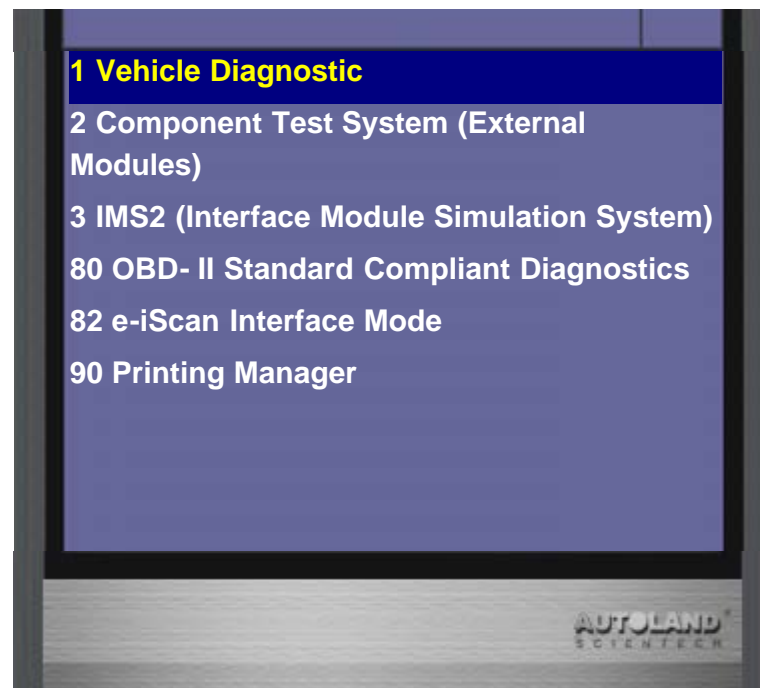
- (1). Turn off the engine and turn ignition On
- (2). No any related fault on gearshift lever
- (3). The Shift position is in the Park position
- (4). Pull hand brake

◆ How to perform this function utilizing iScan-Ilwt / VeDiS-II:

(For example: 2012 AUDI Q5)

1. Select Vehicle Diagnostic → EUROPEAN

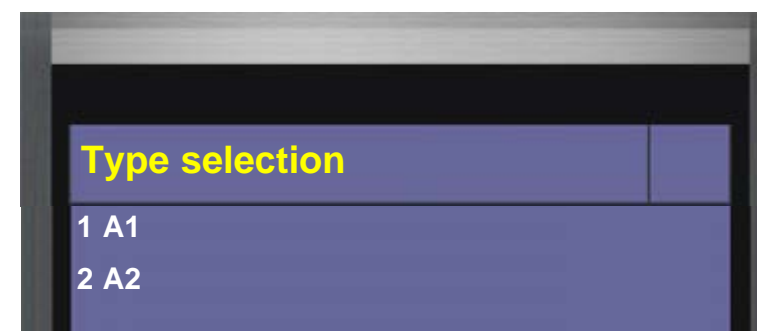




2. Select VW AUDI SEAT SKODA



3. Select AUDI -> Q5/SQ5

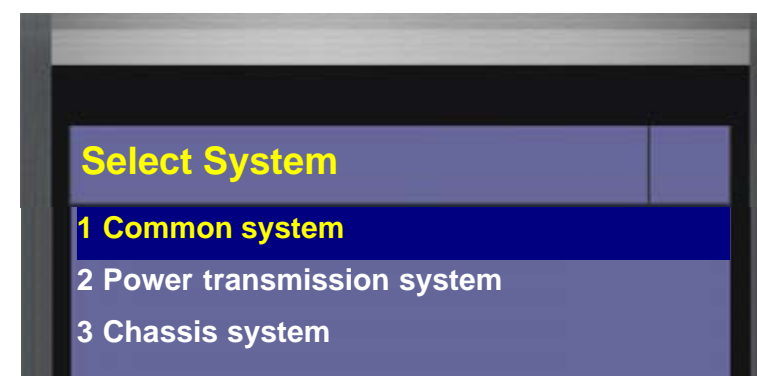
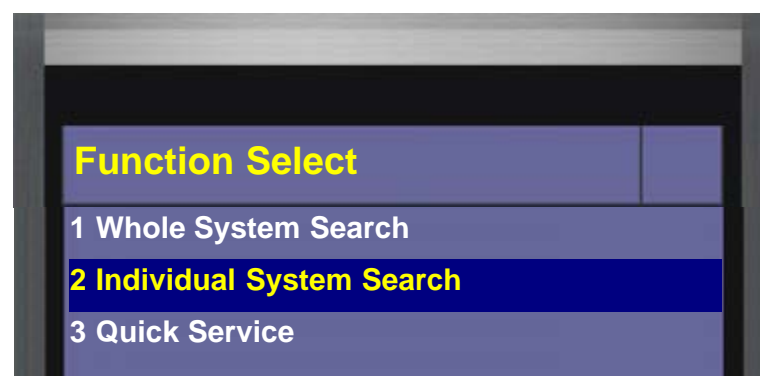


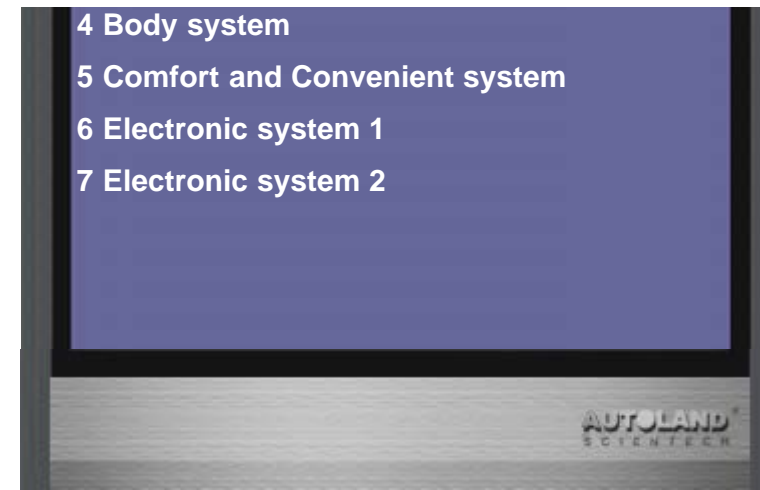


4. Select 2009> -> 2012(C)



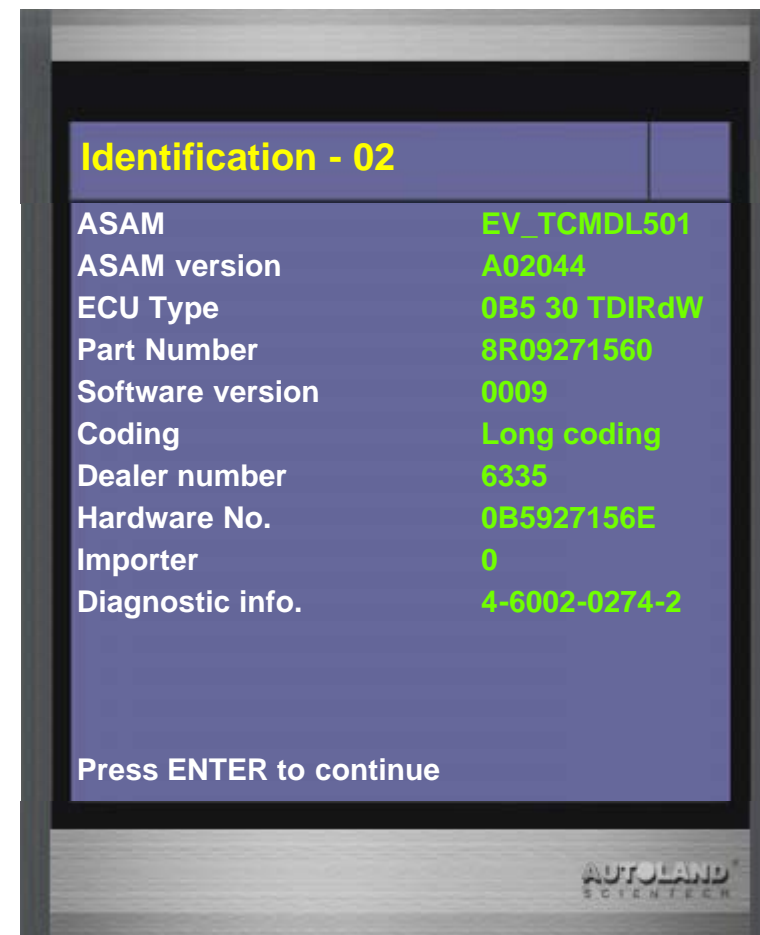
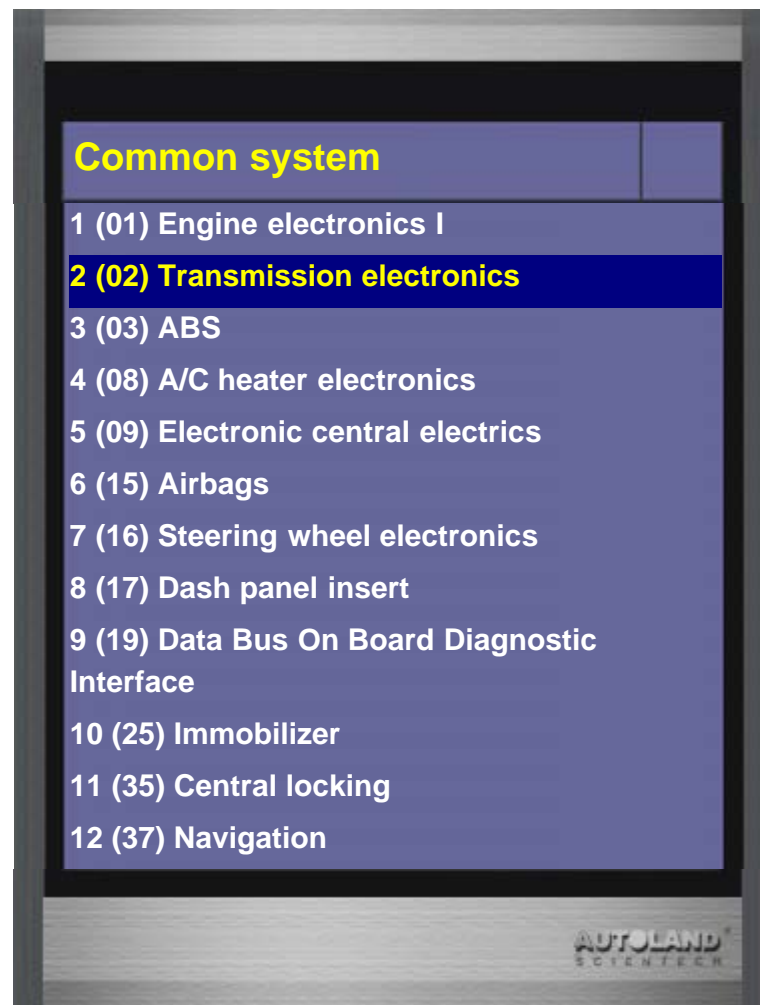
5. Select Individual System Search → Common system



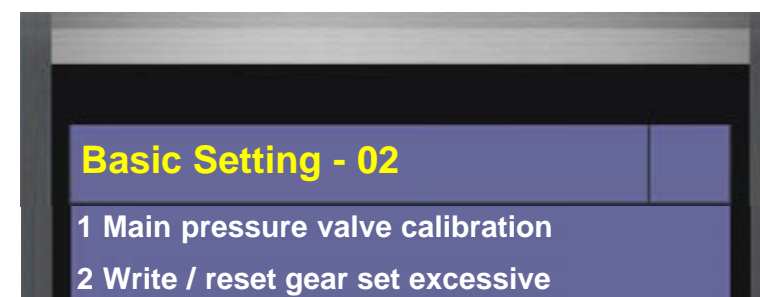
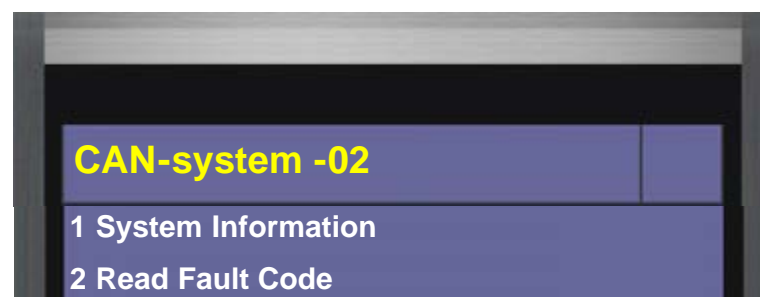


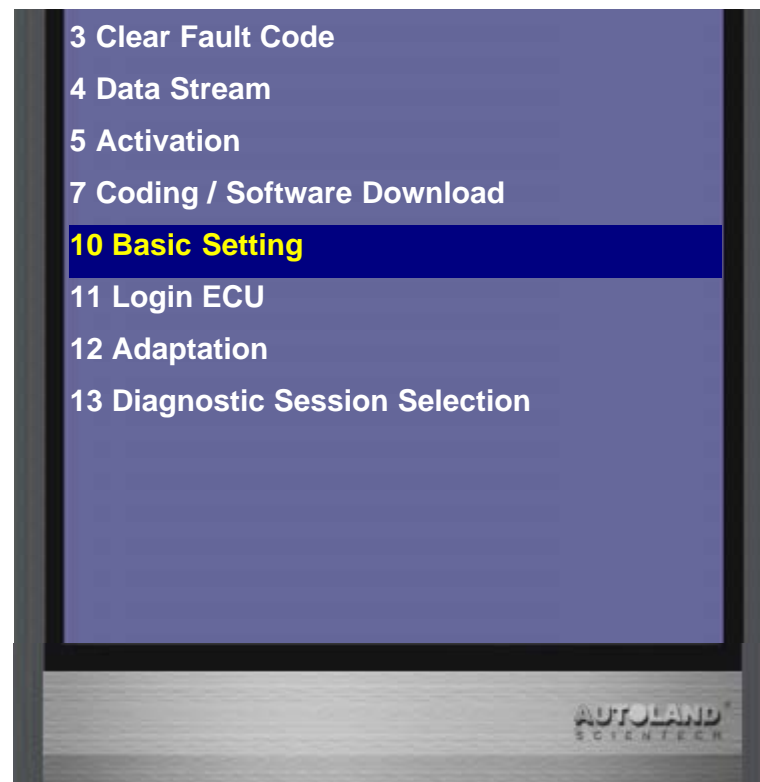
6. Select Transmission electronics

This is UDS DSG 7-speed Transmission, Not Available for Non UDS DSG 7-speed Transmission.
(Transmission version shows ASAM on first line of message is UDS system)

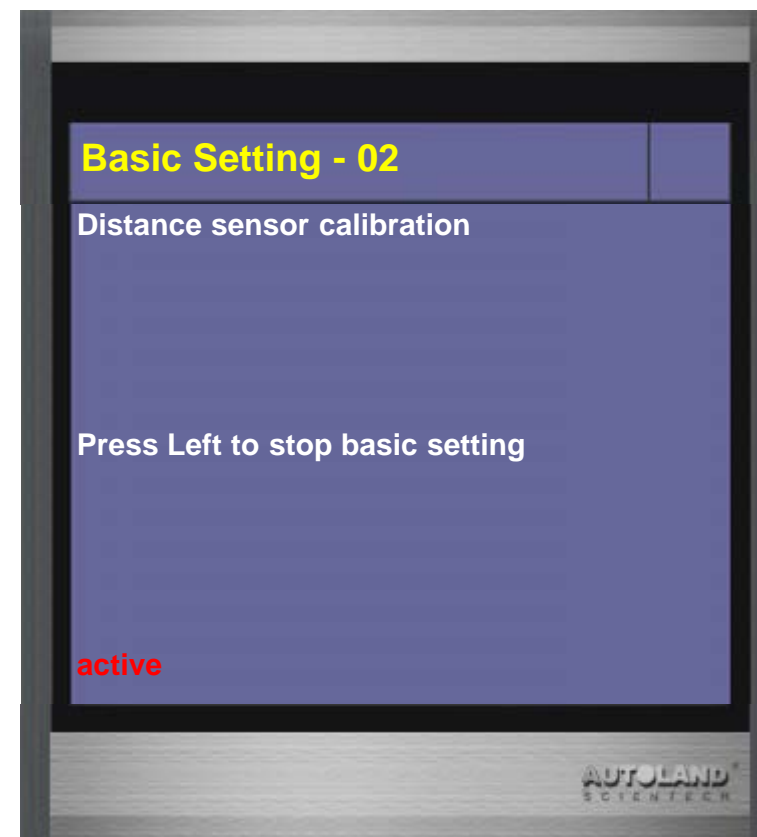
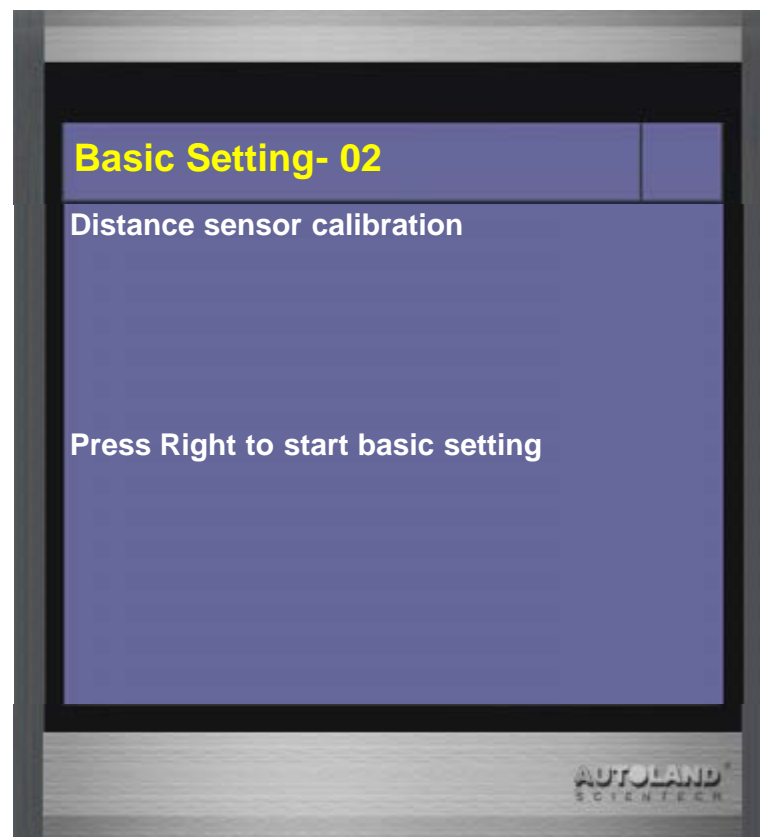


7. Select Basic Setting → Distance sensor calibration

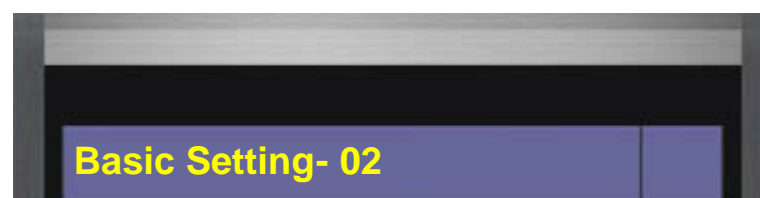


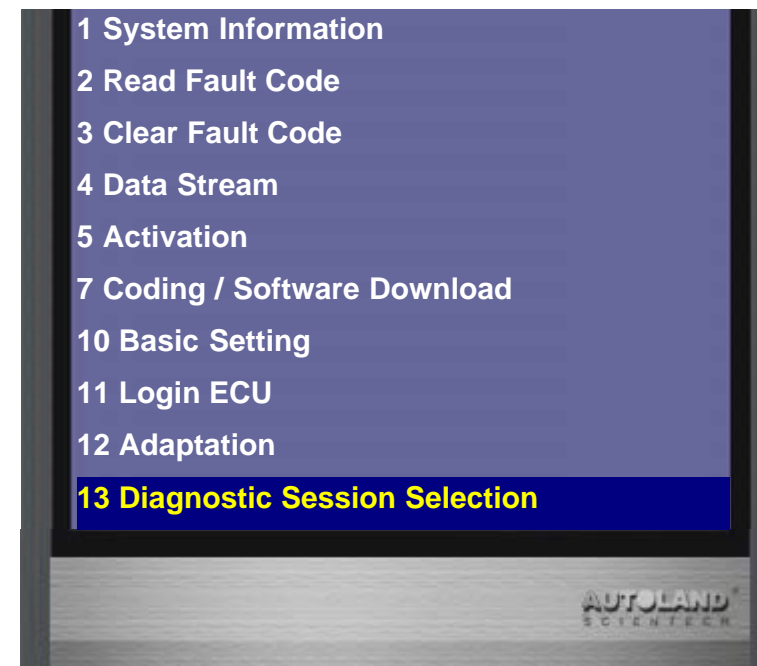
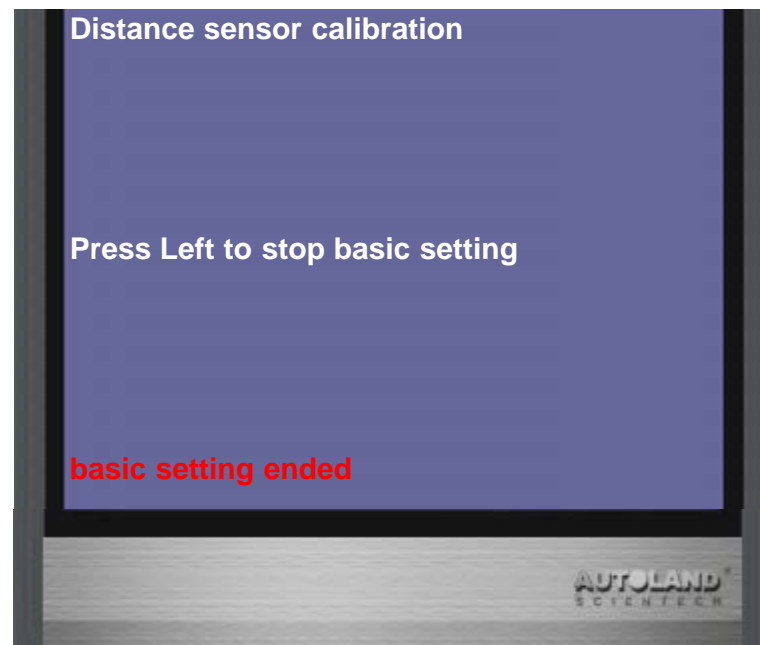


8. Press Right to start basic setting

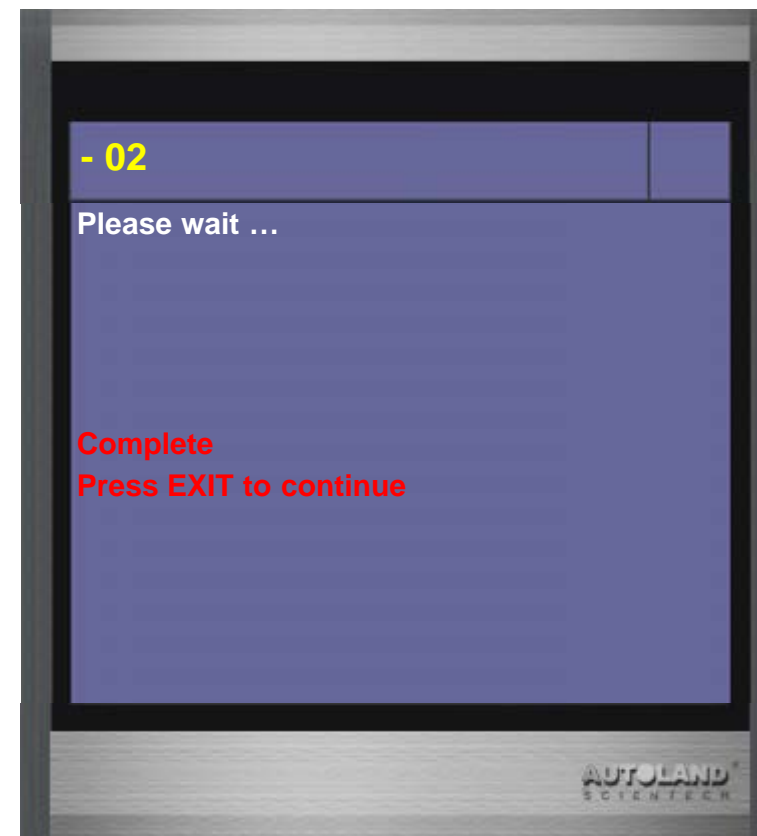
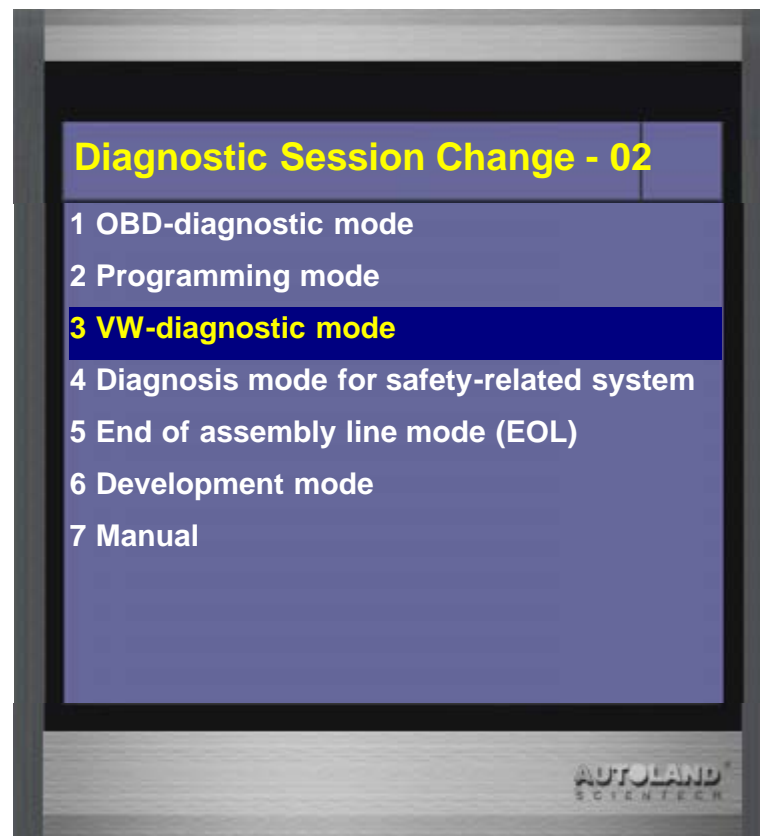


9. Select Diagnostic Session Selection

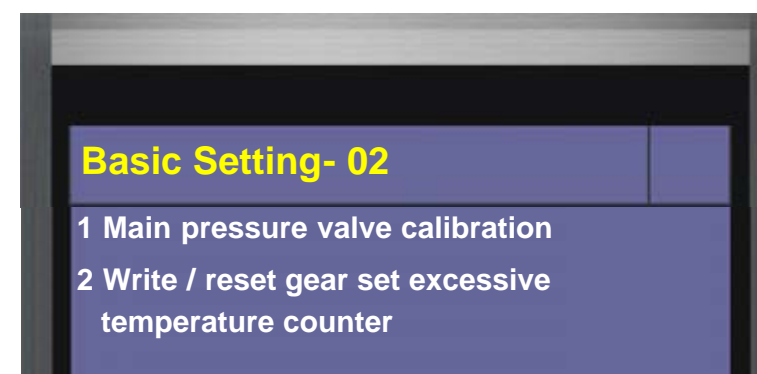
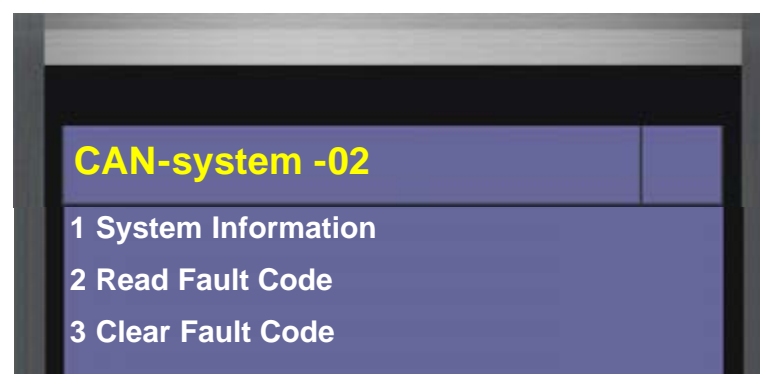


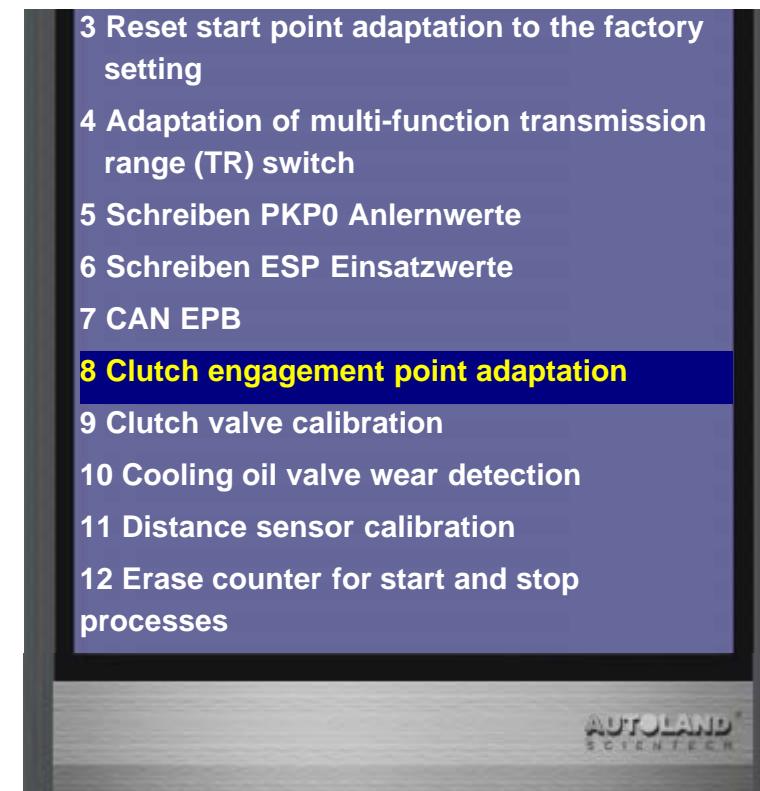
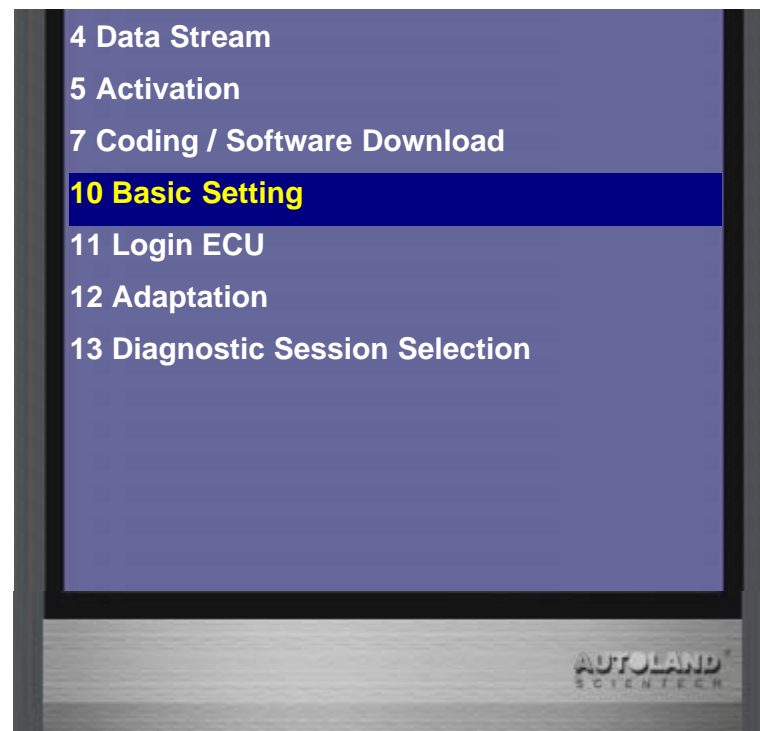


10. Select VW-diagnostic mode

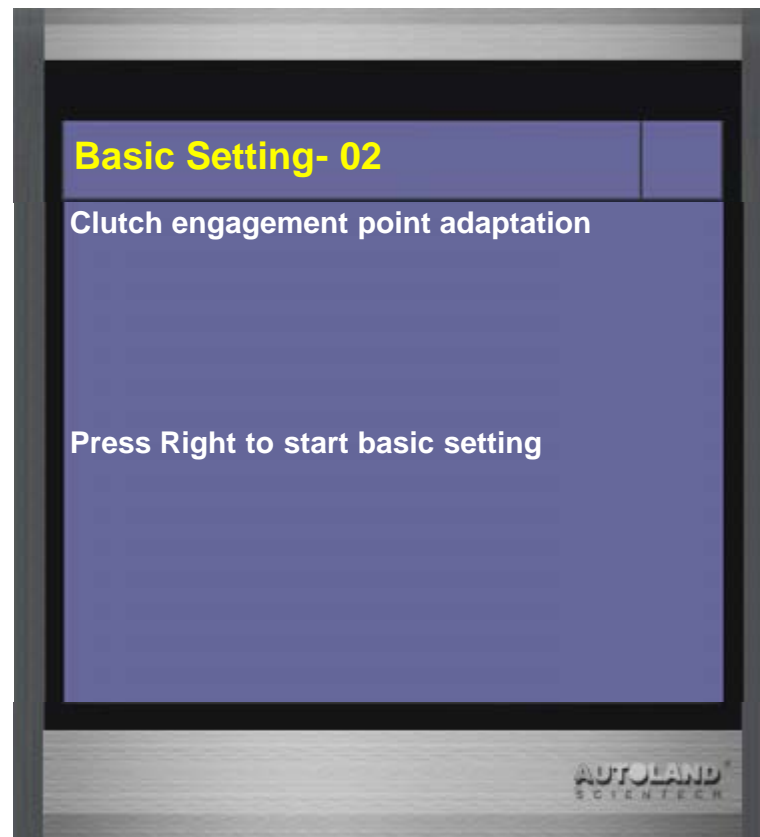


11. Select Basic Setting → Clutch engagement point adaptation

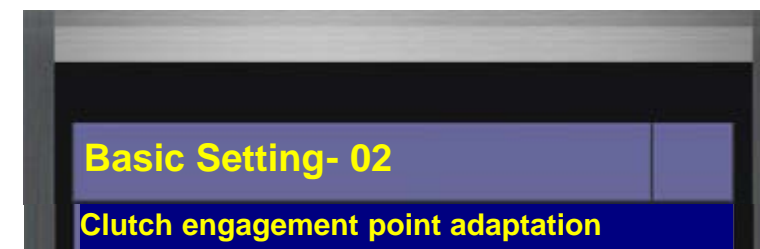
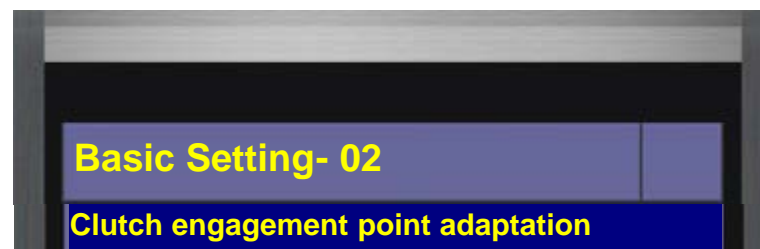


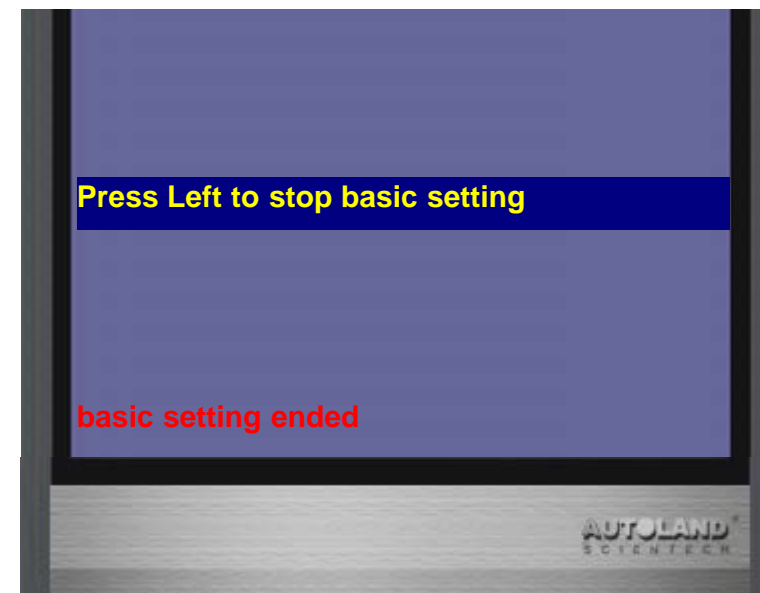
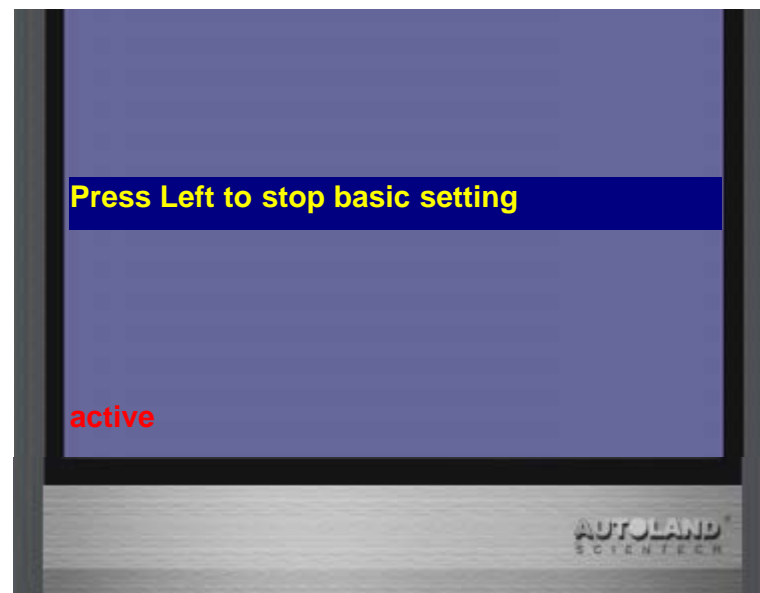


12. Press Right to start basic setting

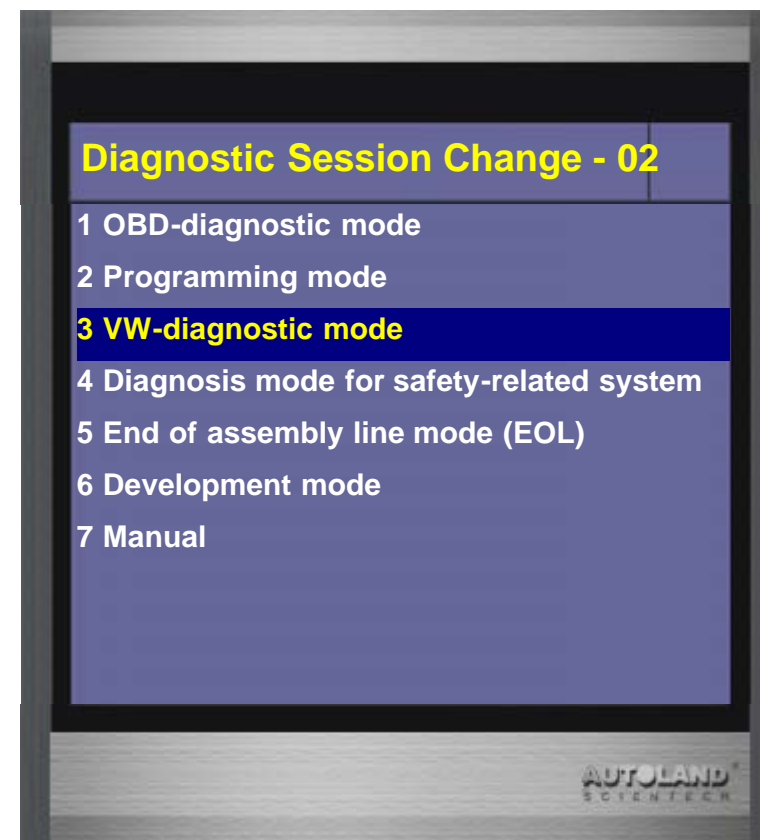


13. Basic setting ended

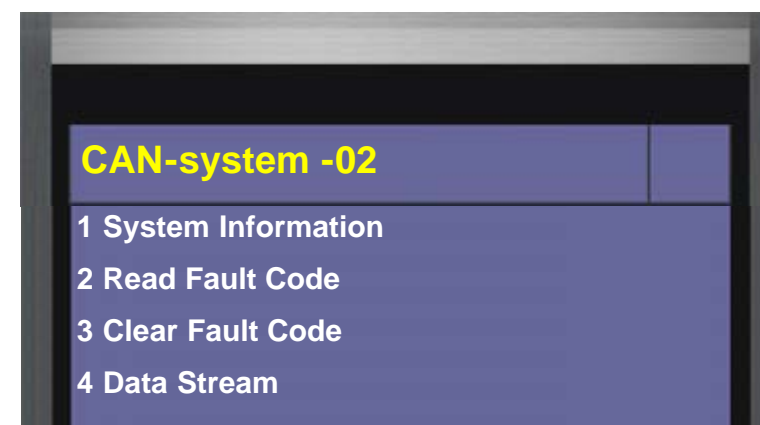
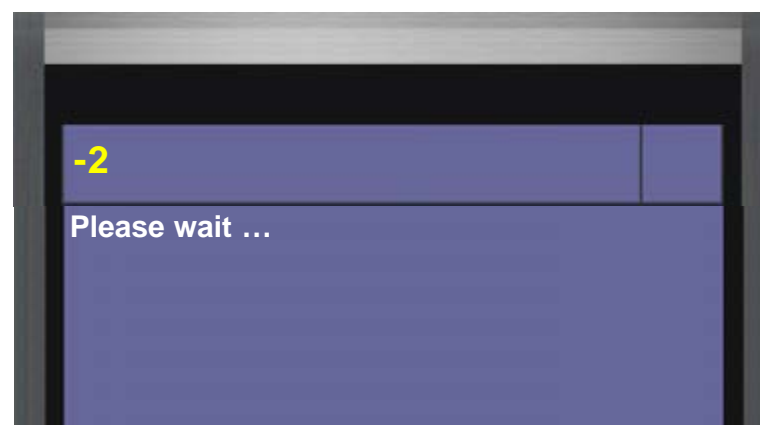


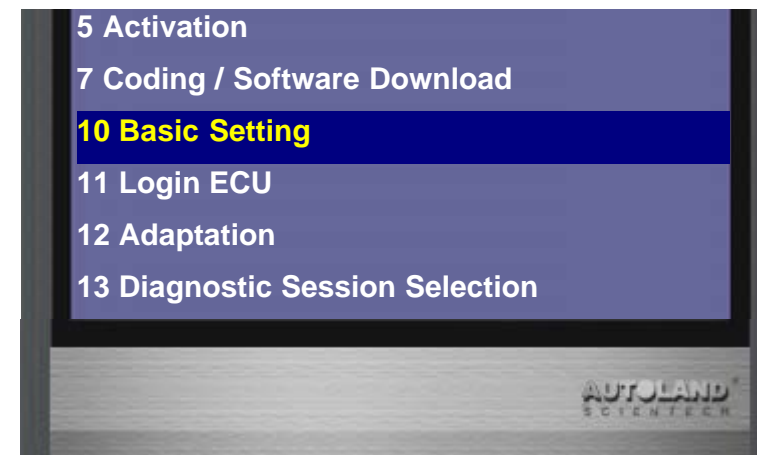
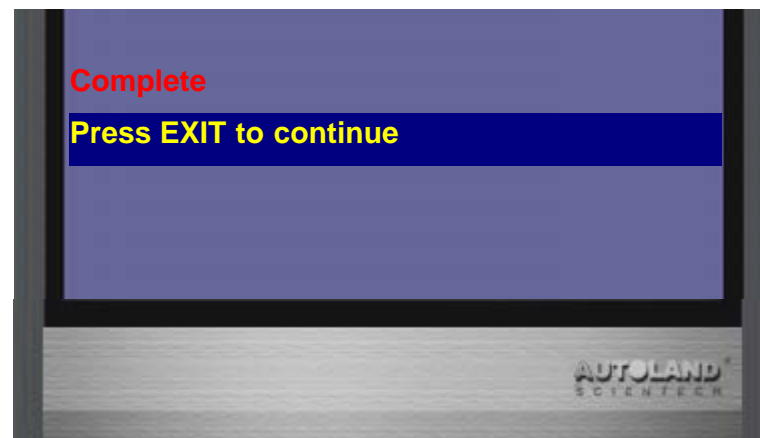


14. Select Diagnostic Session Selection → VW-diagnostic mode

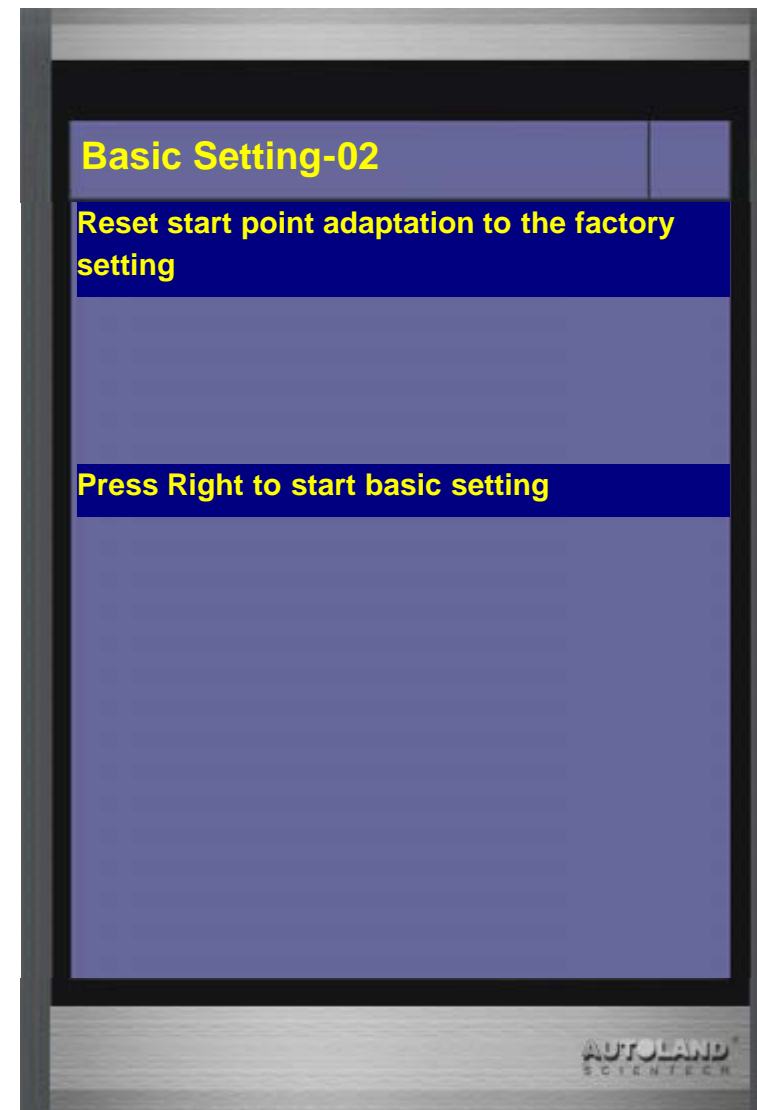
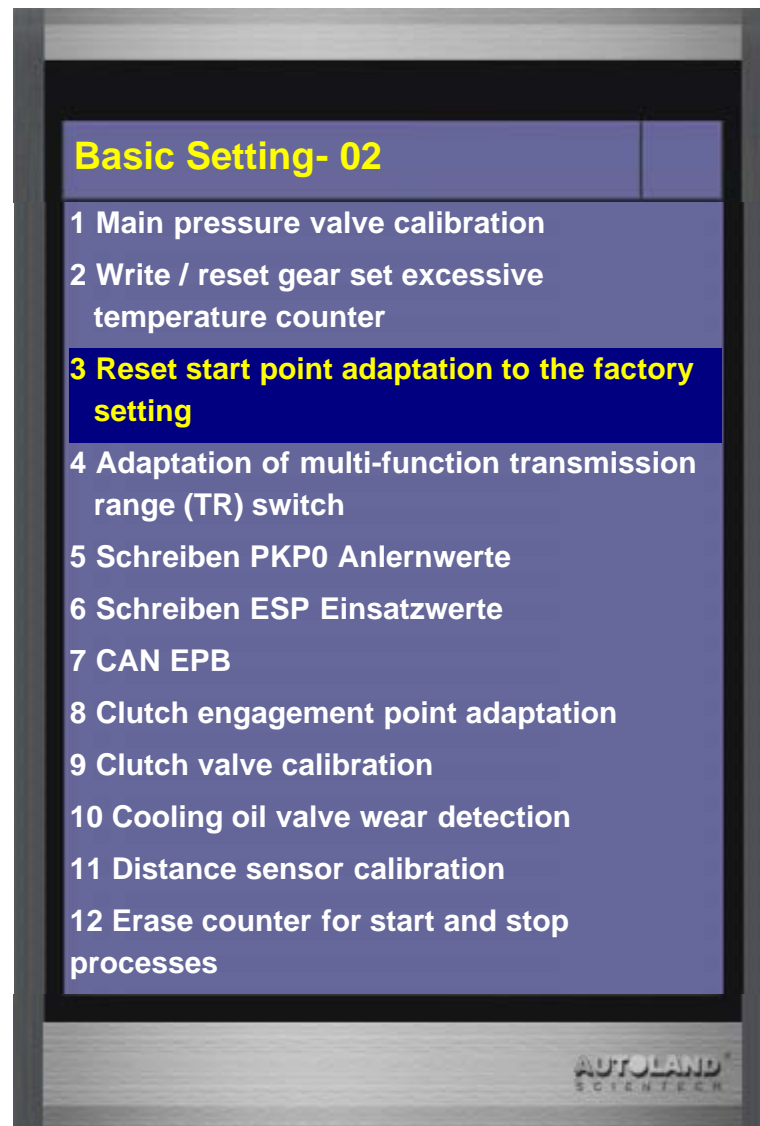


15. Select Basic Setting

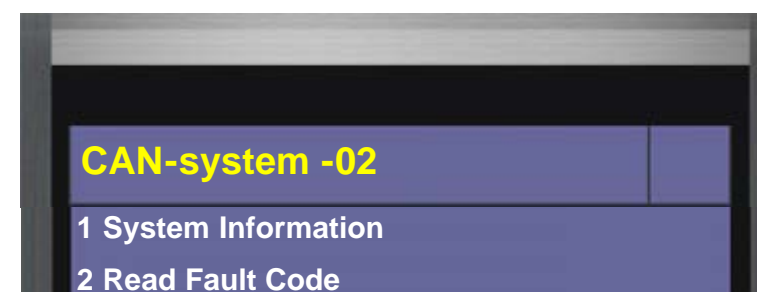


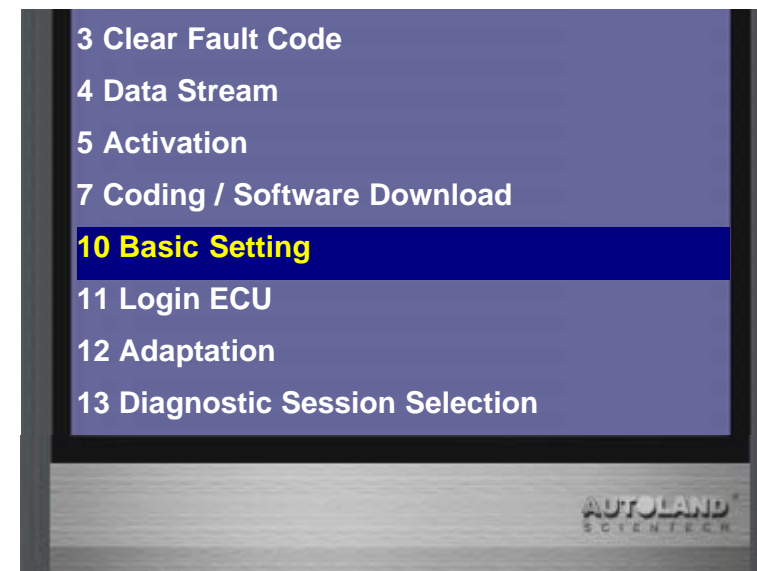
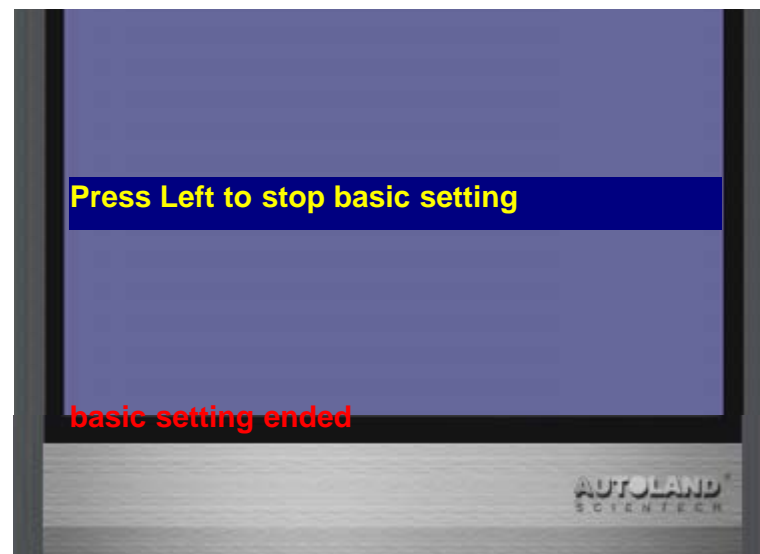


16. Select Reset start point adaptation to the factory setting

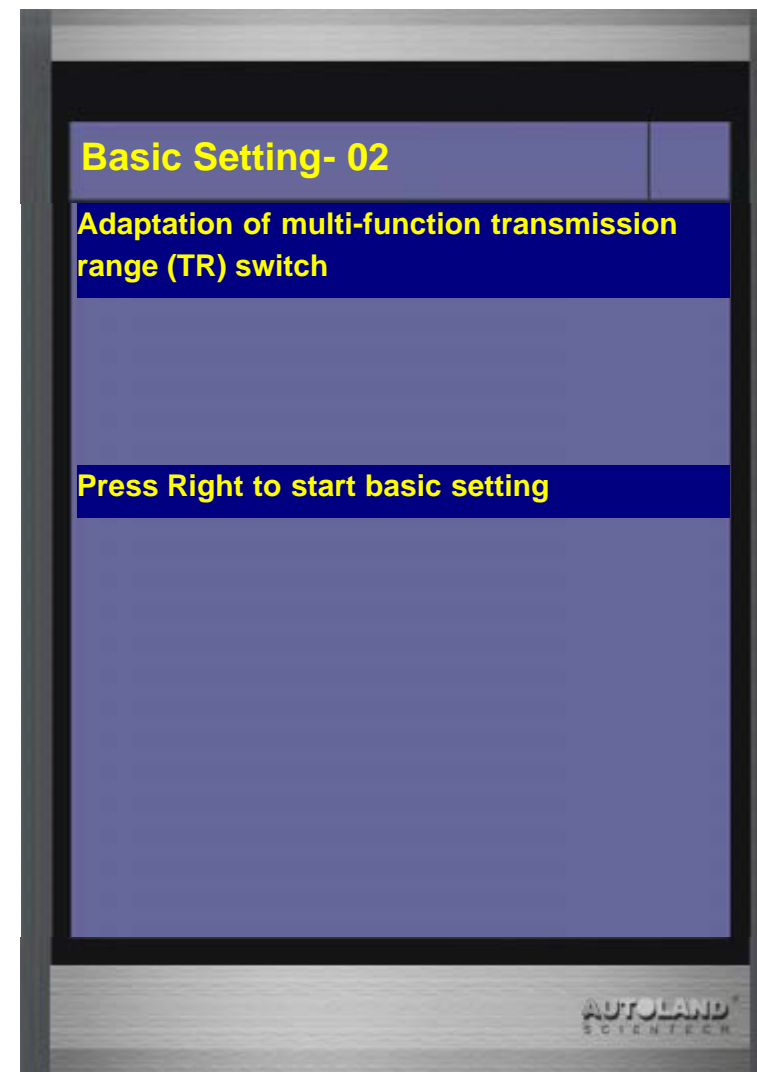
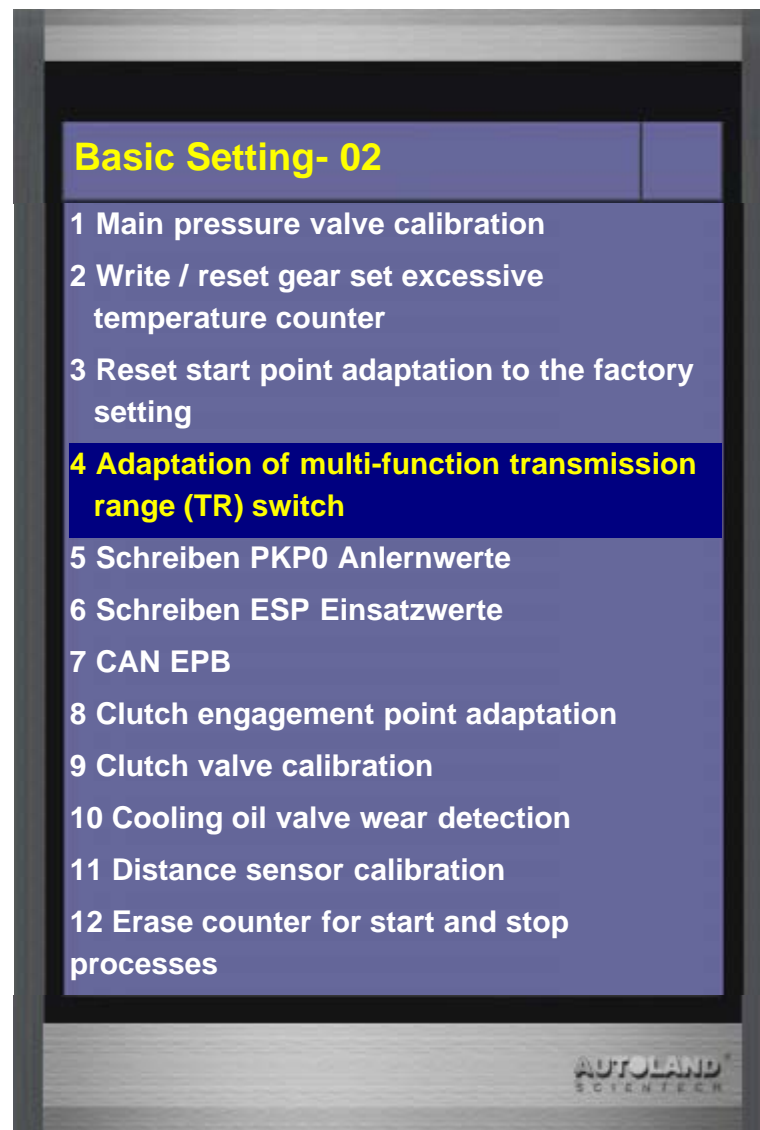


17. Select Basic Setting

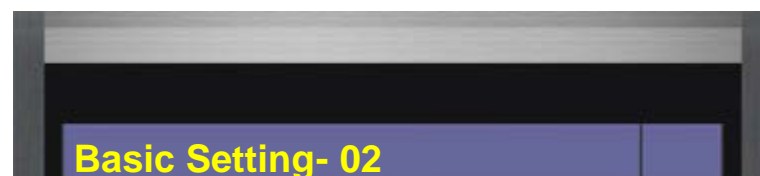


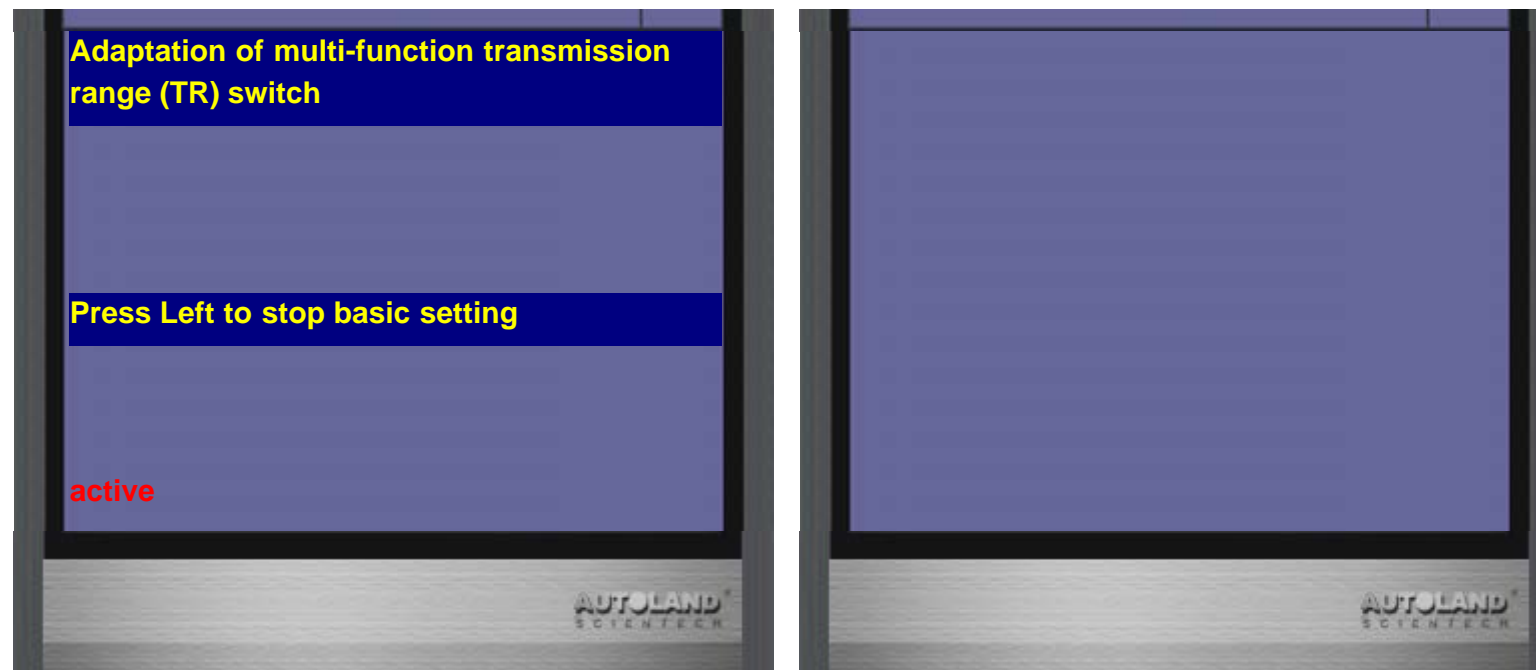


18. Select Adaptation of multi-function transmission range (TR) switch



19. Check shift position on the car after active





20. The Shift position is in the Park position



21. The Shift position is in the Drive position



22. Please shift lever to the Drive position



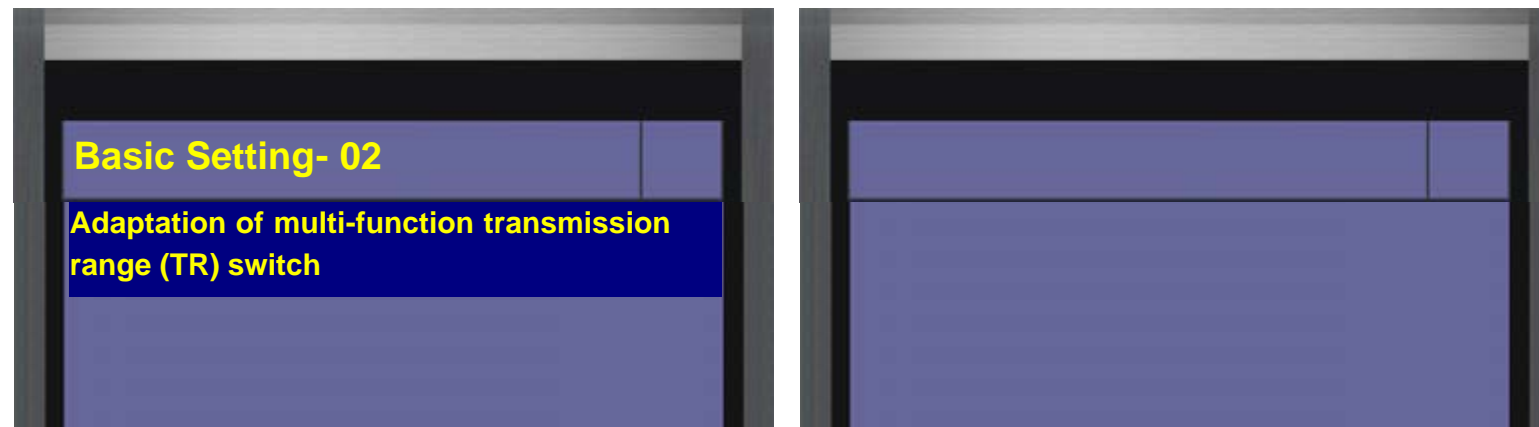
23. The Shift position is in the Neutral position

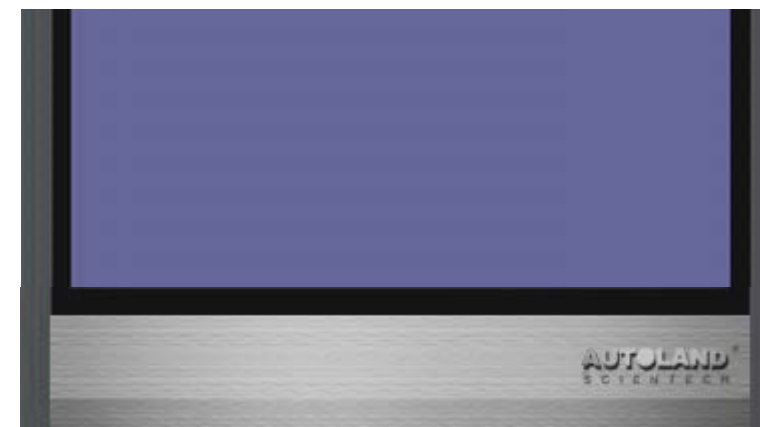
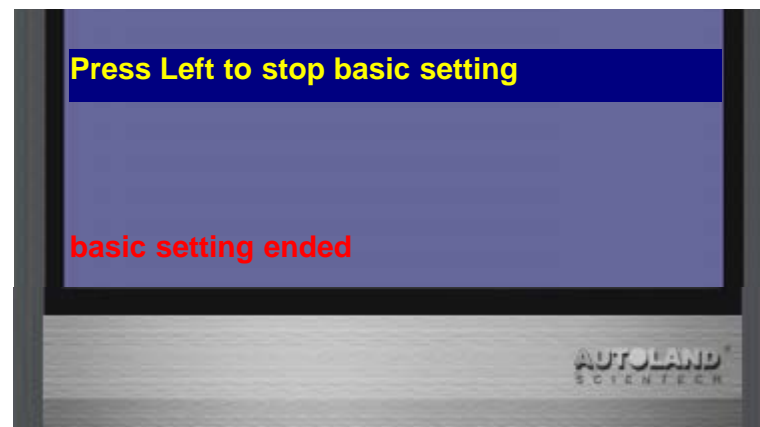


24. Please shift lever to the Neutral position



25. Basic Setting ended





VASS DSG (Non UDS) The 7-speed Transmission Calibration -2:

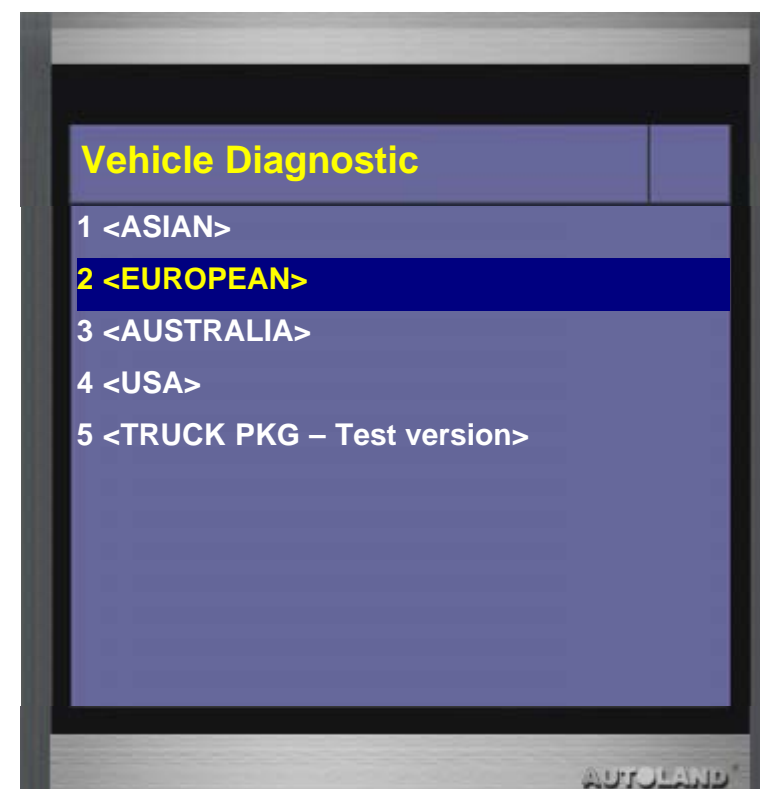
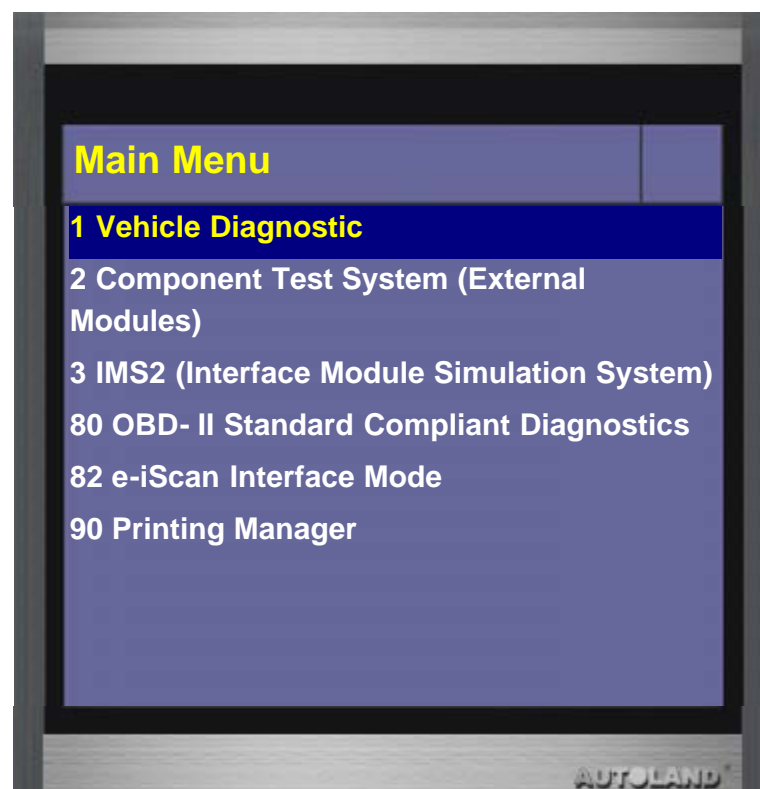
◆ 0AM DSG (Non UDS) The 7-speed Transmission Calibration

1. When to perform Transmission calibration:
 - (1). Removal/Replacement/Repair transmission
 - (2). The ECU has been replaced.
2. Pre-requisites :
 - (1). No fault on ecu
 - (2). Transmission temperature 30 - 60 °C
 - (3). The Shift position is in the Park position
 - (4). Pull hand brake
 - (5). Depress brake pedal
 - (6). Do not depress gas pedal

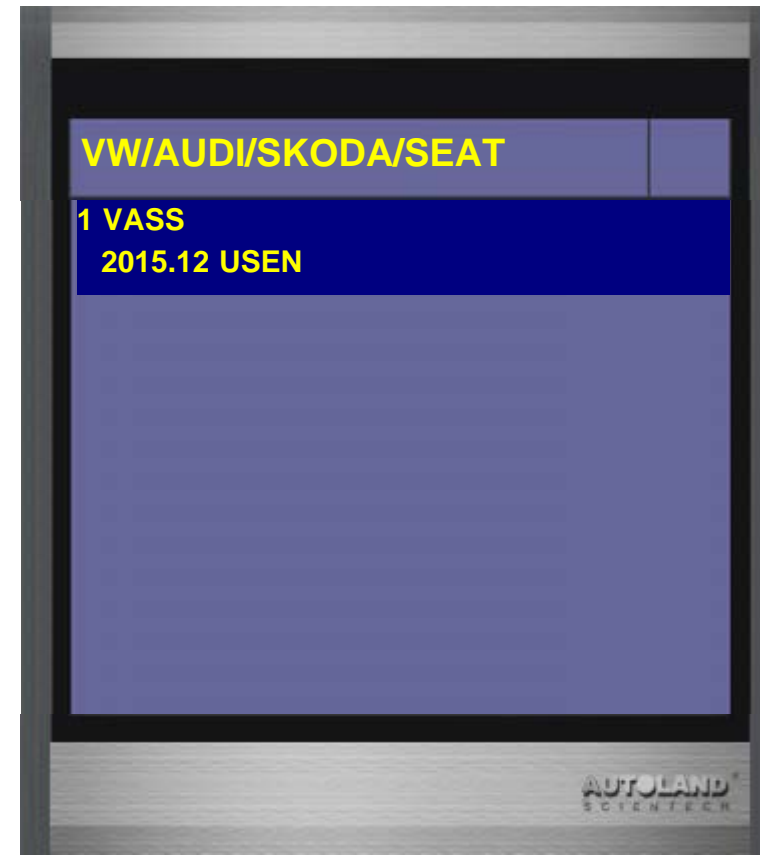
◆ How to perform this function utilizing iScan-IIwt / VeDiS-II:

(For example: 2011 AUDI A1)

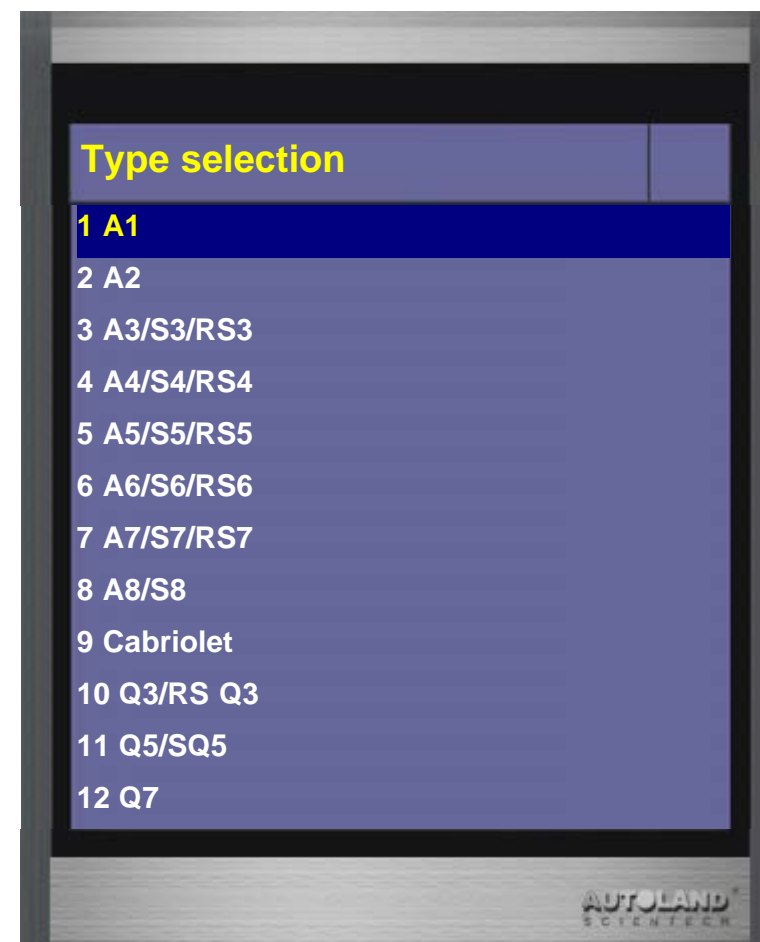
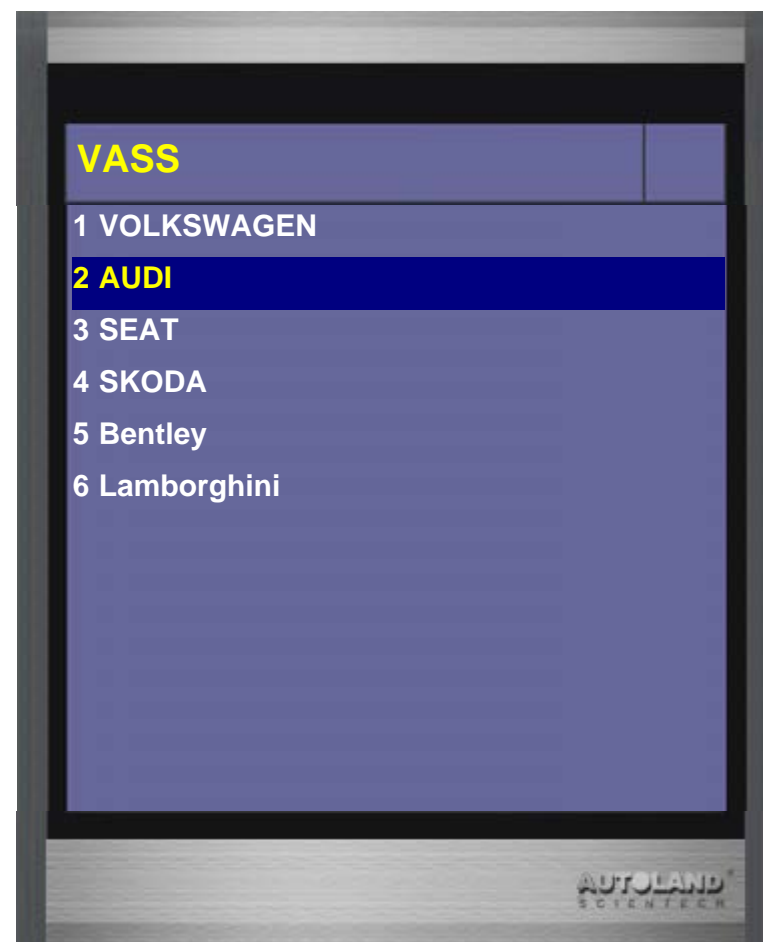
1. Select Vehicle Diagnostic → EUROPEAN



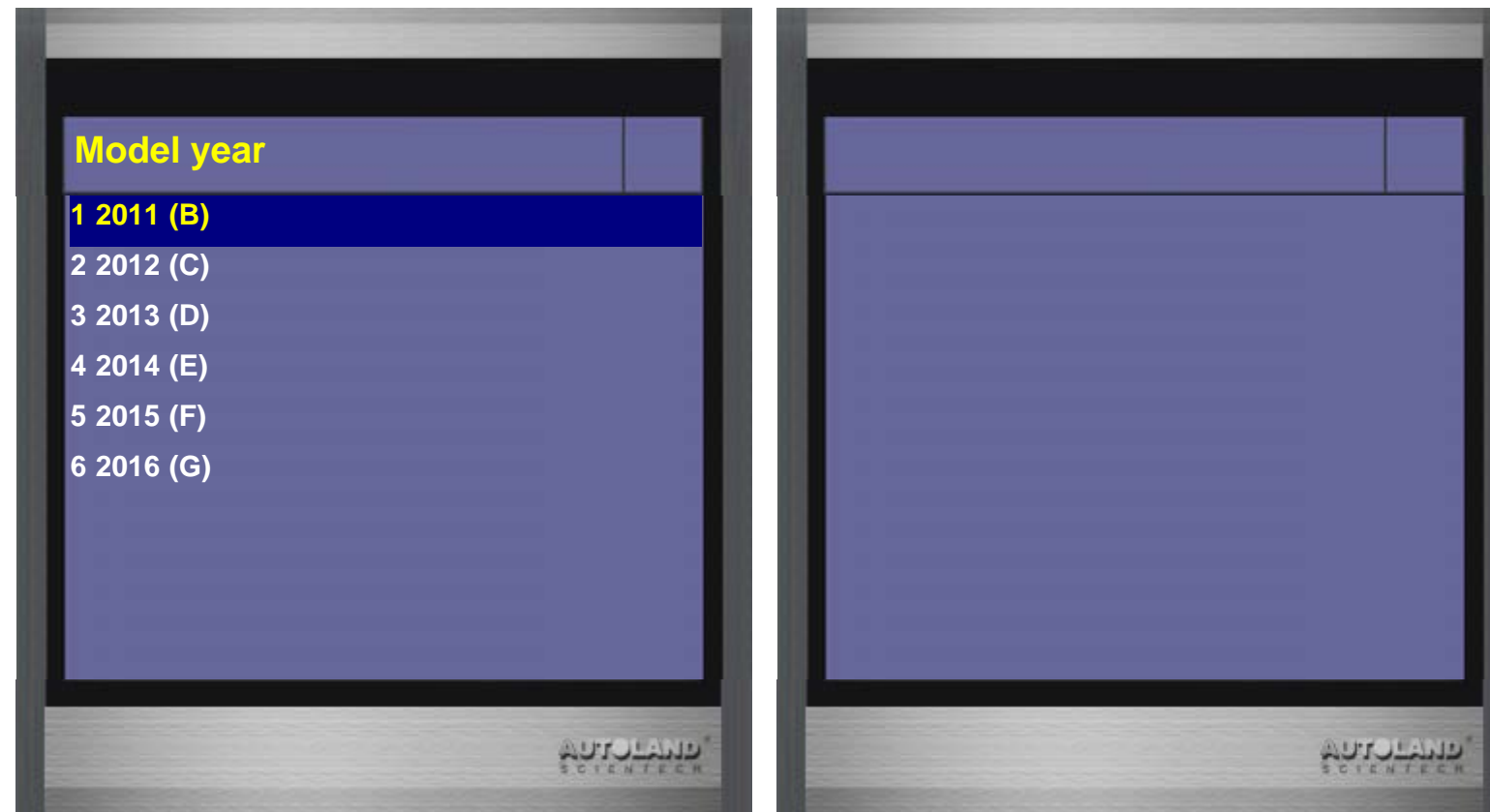
2. Select VW AUDI SEAT SKODA



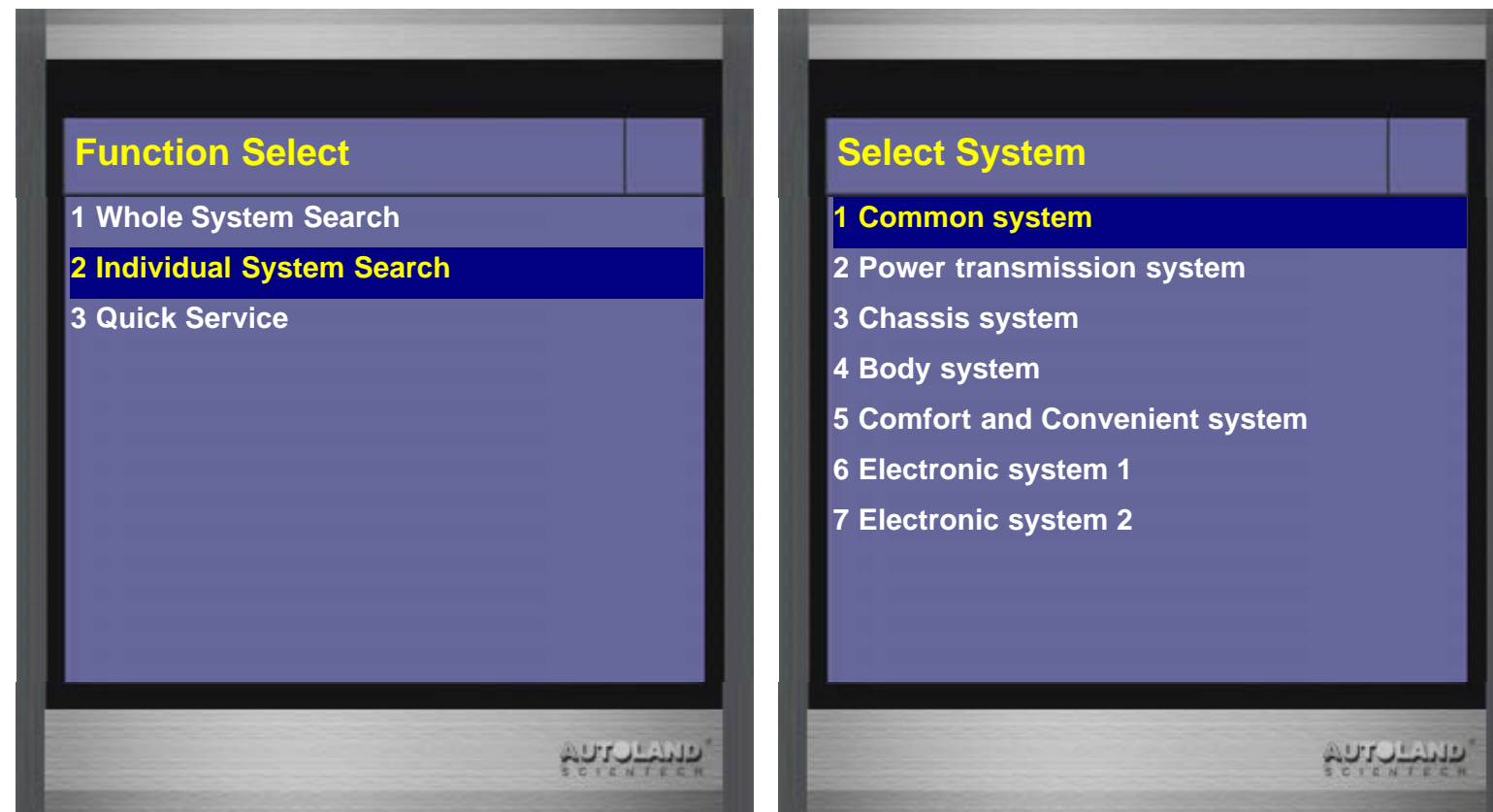
3. Select AUDI -> Q5/SQ5



4. Select 2011(B)

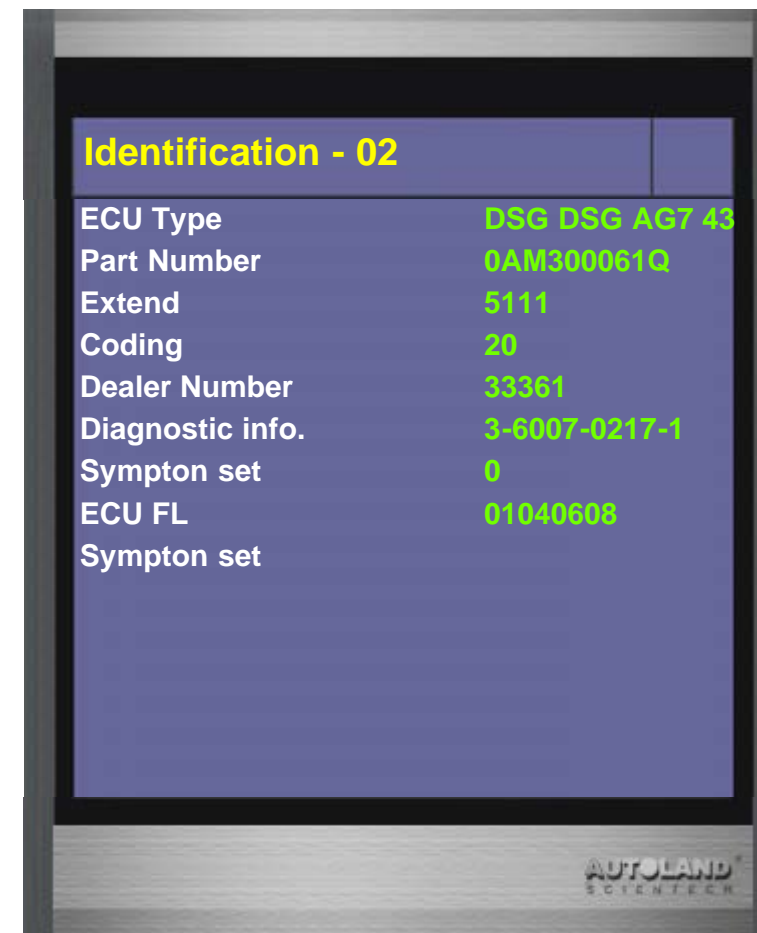
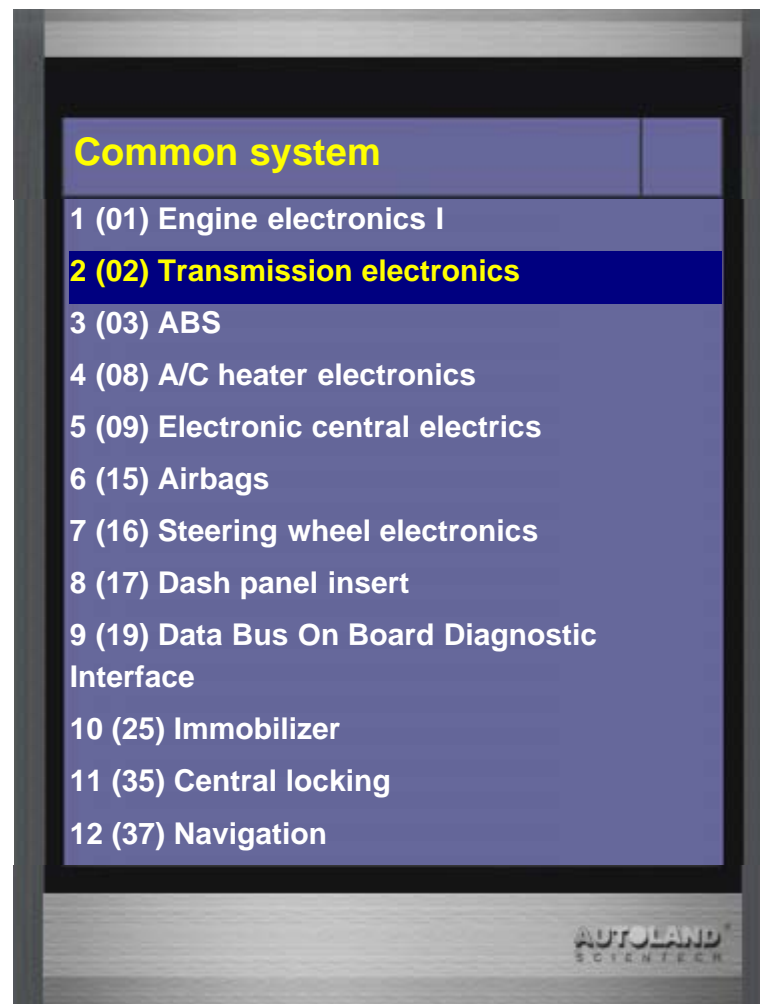


5. Select Individual System Search → Common system

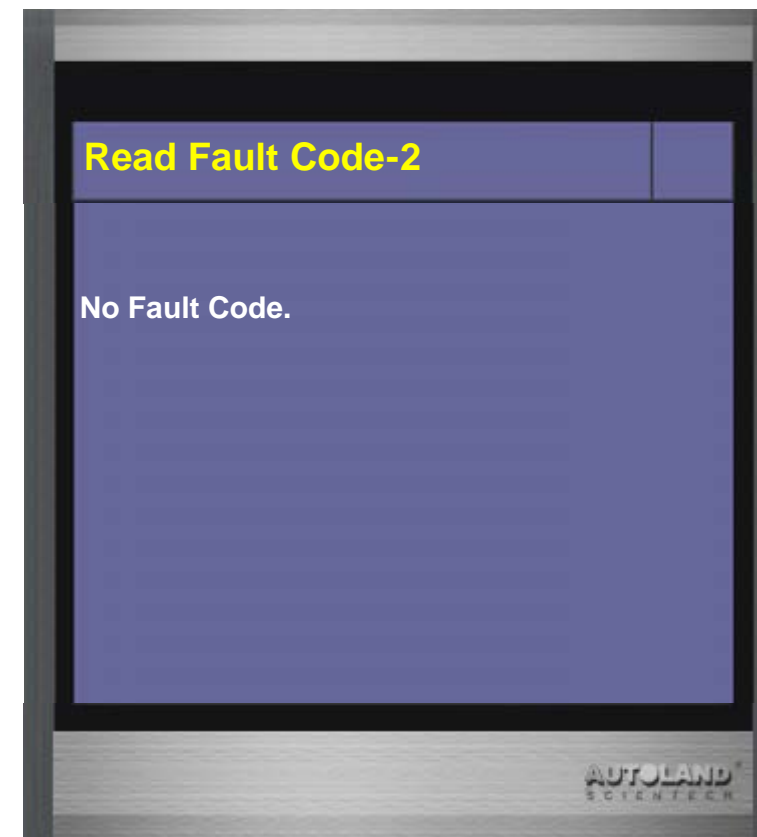


6. Select Transmission electronics

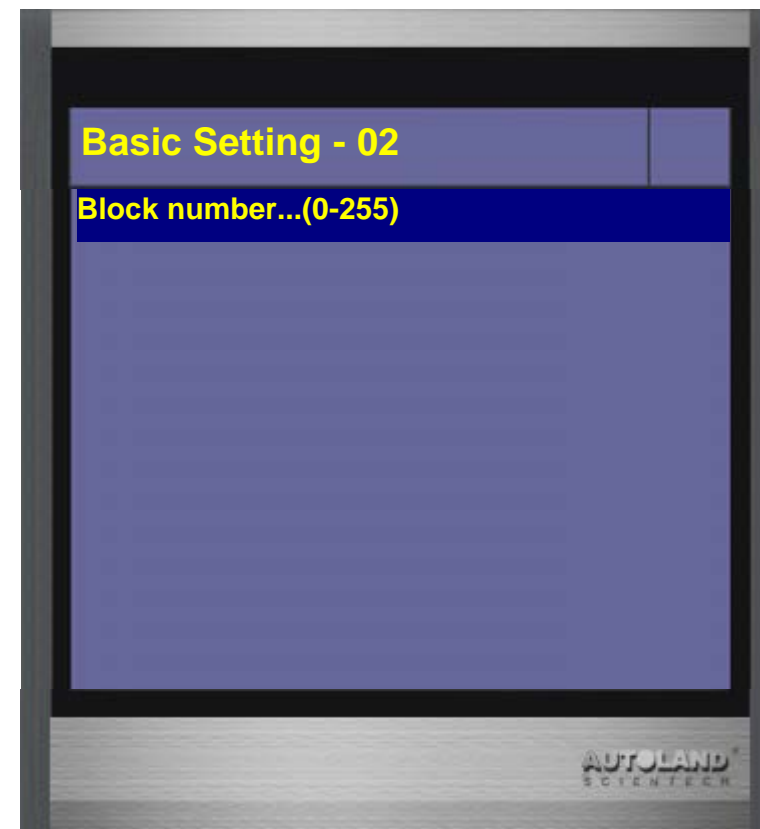
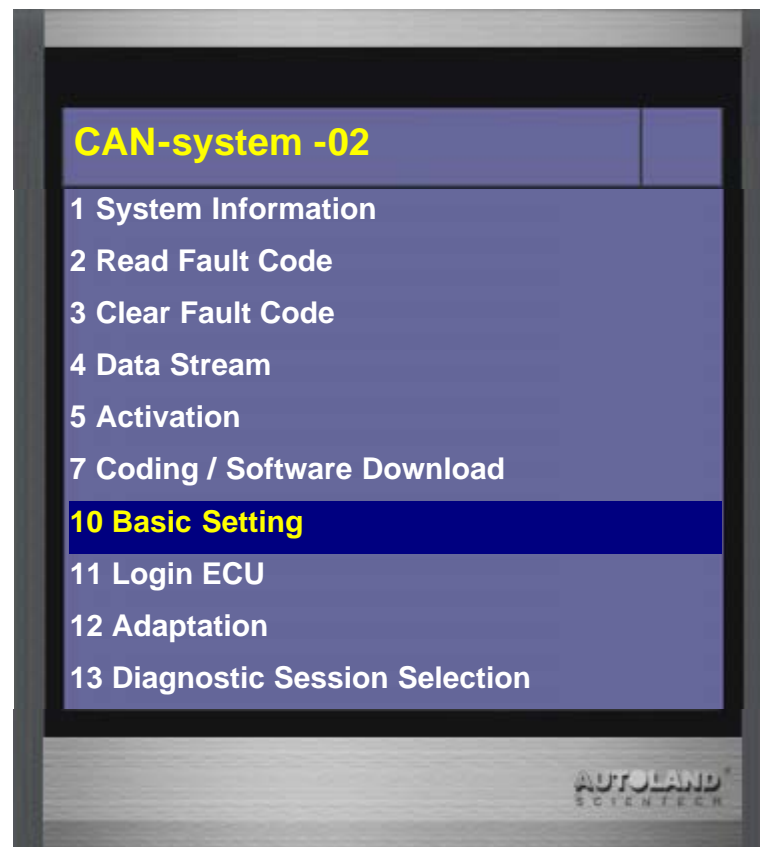
This is Non UDS DSG 7-speed Transmission, Not Available for UDS DSG 7-speed Transmission
(Transmission version NO shows ASAM on first line of message is Non UDS system)



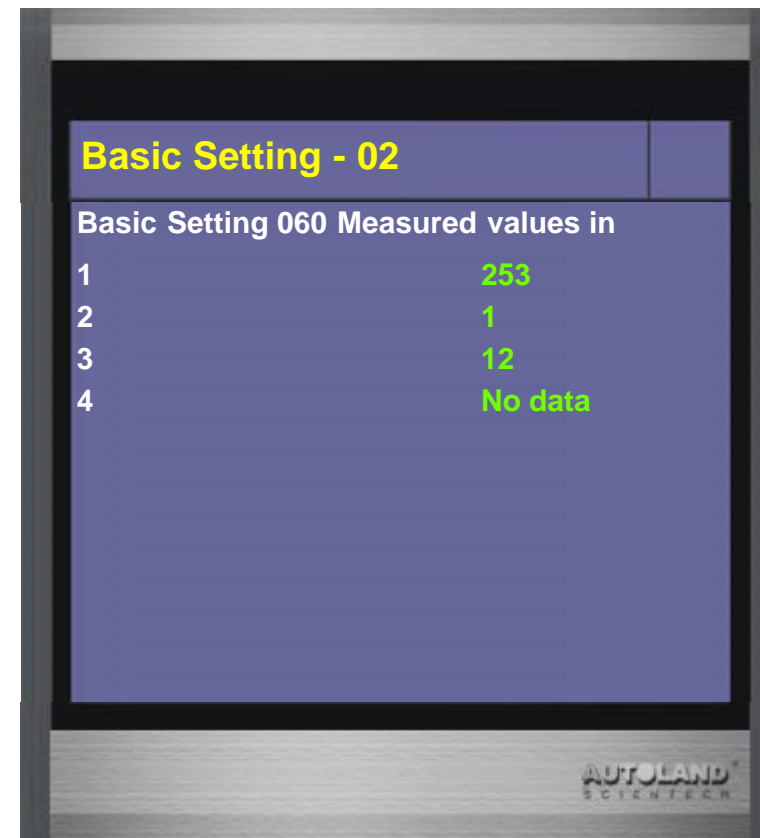
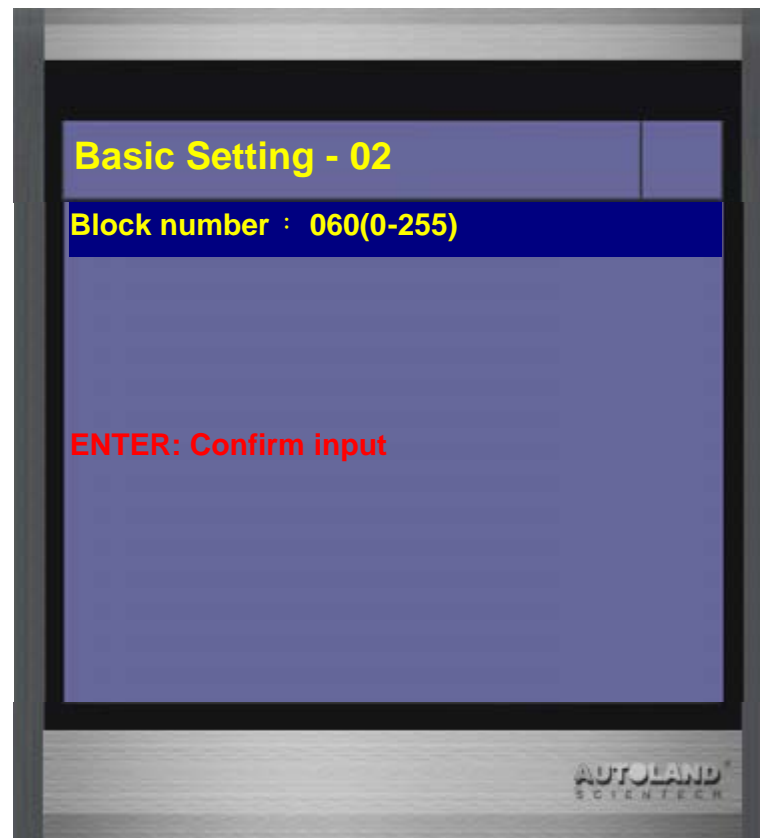
7. Select Read Fault Code (make sure there is no fault code on the car)



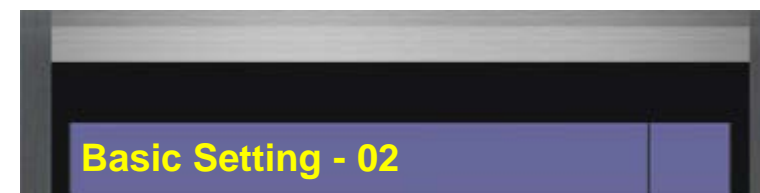
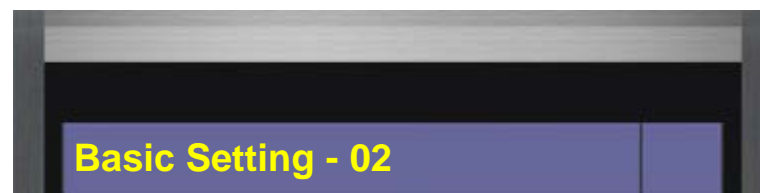
8. Select Basic Setting

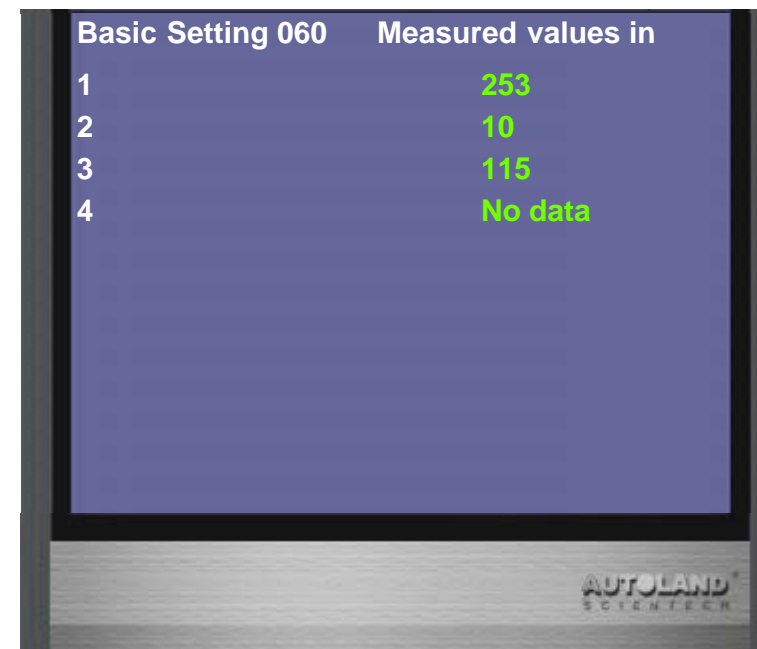
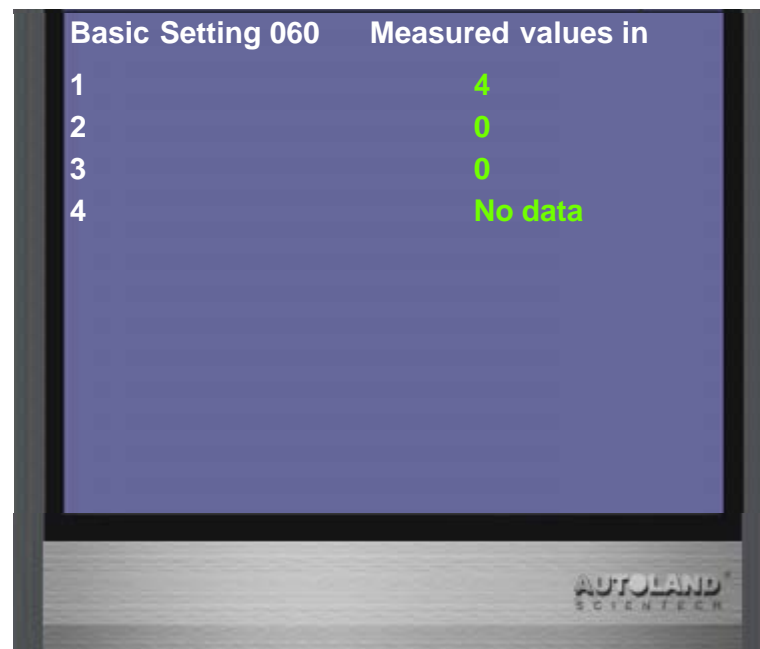


9. Input 060

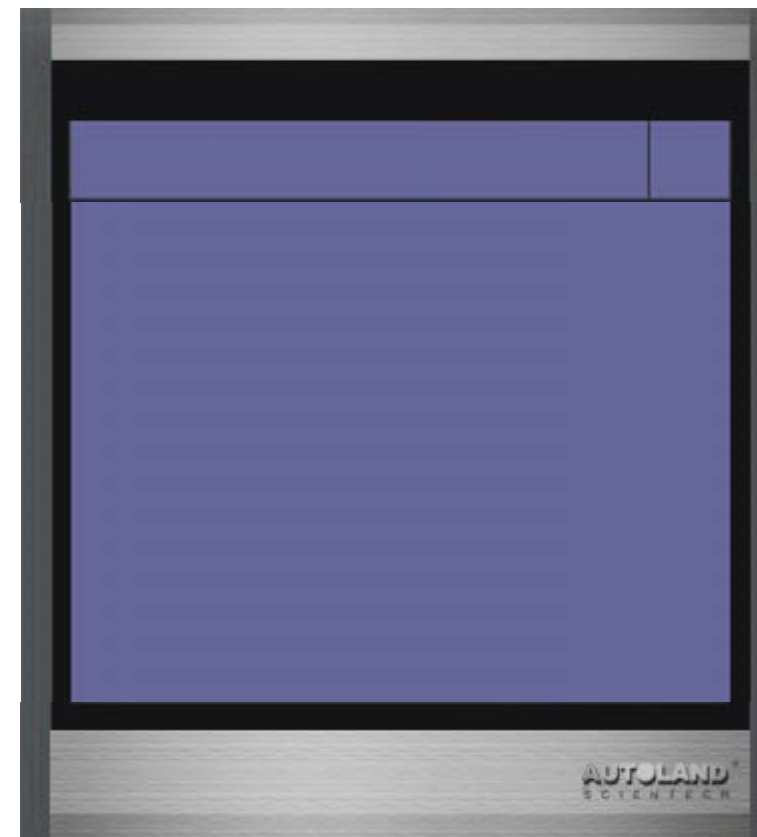
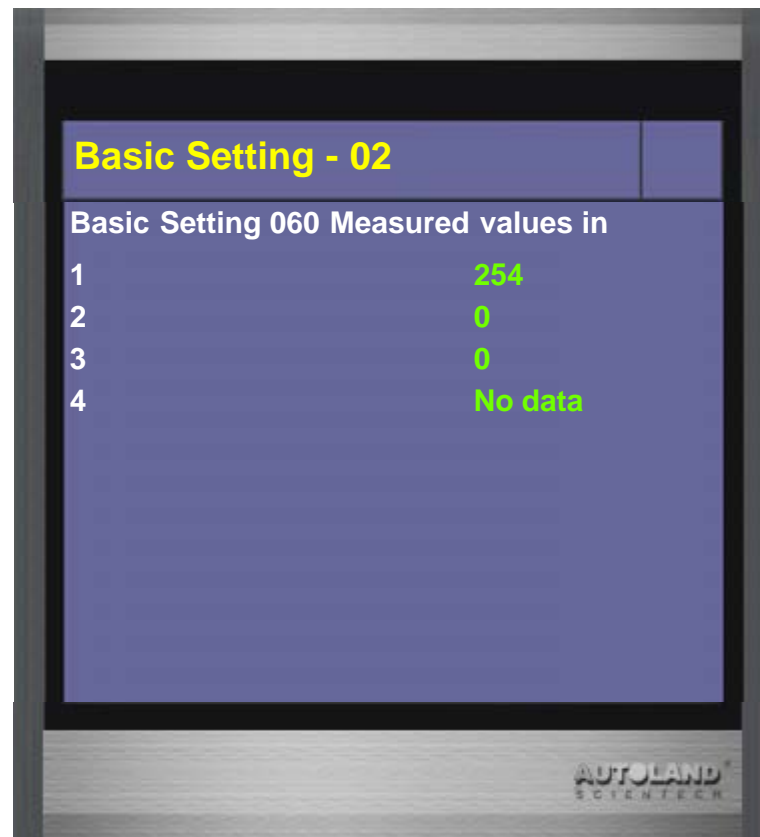


10. Please start the engine when the data becomes 4 0 0, and keep depress brake pedal





11. When the data becomes 254 0 0 means that calibration is completed.
Please turn ignition off, and do test drive learning.



Note: If the data becomes 254 7 0, the calibration is not successful; if the data becomes 255 0 0, the calibration is interrupted or failed.

Test Drive procedures:

1. Shift the gear to "Drive" and then accelerate to 2nd Gear for 2 times.
2. Shift the gear to "Reverse" and then drive backward for a short distance for 2 times.
3. Under Manual Mode, drive forward and with different gear incrementally.
Stay at each gear for at least 3 seconds.
4. Drive 2 minutes each on Gear 4th and Gear 6th. Maintain RPM in 2000-4500.
5. Drive 2 minutes each on Gear 3rd, 5th and 7th. Maintain RPM in 2000-4500

6. Check the first set of Value Block 180 and 200 after the test drive.
Only a value of above 3 indicates the learning a success.

