

Release notes for Scania Programmer 2, version 2.29

Version 2.29 replaces version 2.28 of the SP2 program. Version 2.29 supports the earlier systems in 3 and 4 series vehicles.

At the end of the document there is a list of the computerised vehicle systems supported by SP2.

The latest releases and new features

Release	New features
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SP 2.29	ABS support introduced for new control unit
SP 2.28	Better drivability for engine OC9 G02/G03. New language: Russian.
SP 2.27	Retarder support introduced for new control units.
SP 2.26	EDC S6 and MS6 support introduced for new control units.
SP 2.25	EDC S6 and MS6 support introduced for new control units. SLD option added for programming maximum speed New tank capacity values for buses
SP 2.24	EBS 2.2 Increased pressure range for brake adaptation of trailers EDC S6 and MS6 support introduced for new control units EDC MS6 DC1216 support introduced for new engine type Electric throttle for 4 series buses, support for new engine types OPC support for new control unit
SP 2.23	Support introduced for new engine control units for articulated buses. Additional version.
SP 2.22	EDC S6 and MS6 support introduced for new control units. Instrument cluster support introduced for new control units.
SP 2.21	OPC AWD support introduced for new system. EDC S6 support introduced for new control units.
SP 2.20	Coordinator control unit introduced on buses. EDC S6 DC09 19/20/21 support introduced for new engine. EDC S6 for 4 series trucks. Support introduced for new control units.
SP 2.19	EDC S6 for 4 series trucks. Support introduced for new control units. OPC support introduced for new control units.

Operating system

SP2 is approved for use with the following operating systems: Windows 2000 and Windows XP Pro.

Other versions of Windows (95, 98, NT4, ME, etc) are not supported.

Windows XP Professional

The Switch user function in Windows XP Pro is not supported by SP2. If two users logged on at the same time try to use SP2, a communications fault will result.

Windows XP Pro may sometimes display scroll bars in the program for no apparent reason. If you regard this as a problem, you can disable the "visual themes" function. The program will then use the classic Windows display. This setting can be applied as follows: Right-click on the SP2 icon and then select Properties. Then select the Compatibility tab and select Disable the visual themes. This setting only affects the appearance when using SP2, other programs retain the XP appearance.

If you would like all programs to have the classic Windows display, proceed as follows: select Start, Settings, Control panel and Display. Then select the Appearance tab and select Windows Classic style under the heading Windows and buttons:

Hardware specification

The following minimum hardware specification applies when running SP2 under Windows 2000:

- Pentium processor 133MHz
- 32 MB RAM
- An available COM port for connection of the VCI.

The following minimum hardware specification applies when running SP2 under Windows XP Professional:

- Pentium processor 233 MHz
- 64 MB RAM
- An available COM port for connection of the VCI.

Computers without COM port

On some new computers there is no COM port. Instead, they only have USB connections. This makes it difficult to use SD2 and SP2 since the VCI must be connected via a COM port. However, this can be resolved by using an adapter which converts from USB to COM port.

To ensure that the adapter is working correctly, follow the instructions below when installing:

- Use the latest version driver for the adapter. The driver can be downloaded from the supplier's website on the Internet.
- Configure the driver so that it uses one of COM ports 1, 2, 3 or 4 (COM1 - COM4).

- Check that the setting of COM port in SD2 and SP2 corresponds to the setting for the adapter. Change if necessary. This can be done from the start menu under File, Settings, File and Communication.

Contact the supplier of the adapter regarding any queries concerning the first two points above.

Immobiliser

VPS together with immobiliser

There are no shared functions in Scania Programmer between these two systems. They are two completely different systems. The immobiliser function is programmed under the coordinator system.

Coordinator generation 4

All vehicles with coordinator generation 4 must be programmed after renewing the coordinator. This applies to all vehicles, both with and without immobiliser. It is only possible to start the vehicle when the EDC and Coordinator control units are locked to each other. Locked control units on vehicles without immobiliser can be switched between vehicles as they are locked with a common code. Also refer to workshop manual 16:06-55 and TI 16-030321.

IMPORTANT! Take great care when entering the encryption code after renewing the coordinator. The wrong PIN code will be generated if you enter the last numbers incorrectly. The system will still work but it will not be able to unlock with the accompanying PIN code. Timed unlocking can be used to unlock the system, after which the original codes can be used for subsequent programming with the same keys. This applies only to the encryption code.

Renewing the EDC control unit on vehicles with coordinator generation 4

On vehicles with coordinator generation 4 the coordinator must normally be locked to the EDC control unit after renewing the EDC control unit.

For this type of programming start directly at "Locking the EDC control unit to the coordinator" in Scania Programmer. Refer also to TI 16-030321.

ELC 2

In some instances fault code 18 in Scania Programmer appears when calibrating the pressure sensor on ELC 2, supplementary number 1 391 186. Currently there is no solution to this unusual problem, but for the time being it can be avoided by manual calibration according to the service booklet 12:03-04.

VPS in combination with EDC S6

This information only applies to vehicles equipped with both alarm system VPS and engine control system EDC S6.

Some problems may occur with the VPS system when establishing communication between SD/SP and the engine control system EDC S6. The settings for the alarm remote control units may spontaneously be reprogrammed and in some cases the alarm may sound.

The problems are caused by a fault in the VPS control unit which interprets the transmitted signals on the K lead incorrectly.

If the problem occurs

The fault only affects the temporary memory in the VPS control unit. The control unit can therefore be reset by disconnecting the power.

Disconnect the VPS control unit from power by disconnecting the battery cable or by disconnecting fuse F20 in the central electric unit. If the backup battery is installed, the VPS control unit must also be disconnected from it. Do this by disconnecting connector C266 or fuse F7 above the backup battery. The backup battery is located under the central electric unit next to the control units.

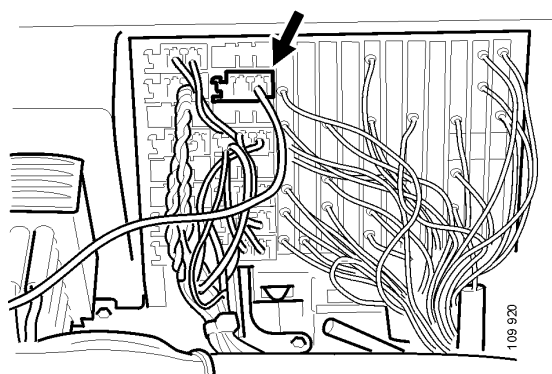
Then reset the power supply.

Preventative measures

It is possible to prevent problems on the VPS control unit by disconnecting the VPS system K lead before connecting SD or SP.

Disconnect the white "K-Diagnos cable" from C56 in the central electric unit, see illustration. The lead is connected to DIA 9-2 and marked VPS13/E7 WH.

The K lead should then be reconnected when programming the VPS control unit.



Programming VPS

Temporarily connect the VPS system K lead, see instructions above.

Never start communication with EDC S6 as long as the "K-Diagnos cable" is connected.

After programming, disconnect the "K-Diagnos cable" again. Leave the lead disconnected. Only reconnect it next time when programming the VPS control unit.

Difficulties when communicating with some engine control units

When trying to connect Scania Diagnos or Programmer to some engine control units, you might experience problems. The program may crash, or it cannot establish contact with the control unit.

After trying a few times, contact with these control units can usually be established.

The engine control units which it could be hard to establish communication with, are of the EDC MS6 type, and have the following part numbers:

1 414 106, 1 414 107, 1 414 112, 1 434 242, 1 440 650, 1 440 651, 1 440 652, 1 440 653, 1 440 654, 1 440 655, 1 440 656, 1 440 657, 1 440 661, 1 440 662, 1 440 663, 1 440 664, 1 440 665, 1 442 220, 1 442 221, 1 442 224, 1 438 925, 1 438 927 1 458 217, 1 458 218, 1 476 795, 1 482 448, 1 482 449, 1 482 450, 1 482 451, 1 482 452, 1 482 453, 1 482 454, 1 482 455, 1 482 456, 1 482 458, 1 482 459, 1 482 461, 1 482 462, 1 482 463, 1 482 778

The communication difficulties can appear if you highlight all system groups and click on the "Find in vehicle" button. In that case, the system EDC Bosch MS6.2 will not be shown.

The communication difficulties can also appear in the following ways:

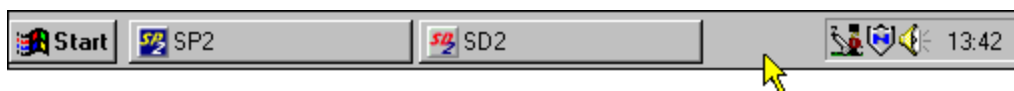
- **Scania Diagnos and Programmer:** When highlighting the Engine system group and clicking the "Find in vehicle" button.
- **Scania Diagnos:** When trying to carry out a brake torque test under the Read/Activate button in the Auxiliary brake system group, in the Scania Retarder system.
- **Scania Programmer:** When highlighting the Maximum speed system group and clicking the "Find in vehicle" button. Note! If the vehicle is equipped with an EDC control unit, the maximum speed must be programmed into the EDC control unit - not into the ABS control unit.

Other known problems in the version

- The symbol for the temperature unit degrees Celsius, a small circle followed by a C, is displayed incorrectly if the program is run on computers with Asian operating systems. All temperature references in the program are displayed in degrees Celsius.
- The symbol for angle references, a small circle, is displayed incorrectly if the program is run on computers with Asian operating systems. All angle references in the program are displayed in degrees.
- If a message box pops up informing you of a communications fault during a programming operation, it is possible that the programming will be unsuccessful even though the program announces "Programming successful". In such case the programming will have to be carried out again.
- Some of the pictures in the program may become indistinct if a size of character other than small is selected
- If you switch between engine and maximum speed system groups, communications problems will arise. Go back to the start window and begin all over again when switching between these system groups.

Tip

- In certain cases, communication between the PC and the VCI can be improved by changing the transmission rate (baud rate). This can be done from the start menu under File, Settings, File and Communication.
- For some systems, there is a menu option under the ? sign in the menu bar, which sometimes includes a short description of the system or tips on how to conduct a fault diagnosis. It may also include information as to which faults do not generate fault codes.
- It is also possible to open and read these Release notes under the ? sign.
- It is possible to copy text from SP2 help using the Windows editing functions. Copy as follows: First mark the desired text and then copy it using the command Ctrl+C. The text can then be pasted into any electronic document (e.g. Write or WordPad) and printed out if required.
- Scania Diagnos and Scania Programmer cannot be run at the same time when they are both connected to the vehicle. However, it is possible to run one of the programs in demo mode while the other is communicating with the vehicle.
- If your computer runs with a resolution of 640 x 480 pixels, the Taskbar in Windows (see figure below) may get in the way. If this is the case, not all of the SD2/SP2 window will be visible on the screen. This is easy to correct.



Click on a blank part of the Taskbar using mouse button 2 (usually the right button). Select Properties and Taskbar Options. De-select Always on top and Auto hide. Click on OK. The SD2/SP2 windows will then be visible in their entirety.

- Other instructions for use are given in SP2 direct help and in the printed documentation.

Road test

Scania strongly advises against test driving on public highways with the VCI and/or PC connected unless otherwise specified.

The speeds currently required for test driving are so low that a workshop yard or parking area is quite sufficient. Two people are required for test driving: one to drive the vehicle and one to operate the Diagnos.

The vehicle must be stationary when the VCI and/or PC is connected or disconnected.

If you encounter problems

Dealers should contact the distributor with their questions and suggestions for program development. The distributor should consult the factory's technical Helpdesk, department WNT, in Södertälje, Sweden.

Vehicle systems supported by SP2

Engine	Control unit (assembly)	Remarks
EDC MS5	1 413 160	DC901 230 HP
"	1 421 629	DC901 230 HP
"	1 428 067	DC901 230 HP
"	1 488 770	DC901 230 HP
"	1 429 671	DC902 260 HP
"	1 488 771	DC902 260 HP
"	1 429 675	DC903 300 HP
"	1 488 772	DC903 300 HP
"	1 454 624	DC904 230 HP
"	1 488 778	DC904 230 HP
"	1 454 473	DC905 260 HP
"	1 488 779	DC905 260 HP
"	1 454 483	DC906 300 HP
"	1 488 780	DC906 300 HP
"	1 382 156	DSC1201 400 HP
"	1 383 007	DSC1201 400 HP
"	1 409 327	DSC1201 400 HP
"	1 428 046	DSC1201 400 HP
"	1 488 773	DSC1201 400 HP
"	1 382 160	DSC1413 530 HP
"	1 383 011	DSC1413 530 HP
"	1 395 453	DSC1413 530 HP
"	1 409 331	DSC1413 530 HP
"	1 411 082	DSC1413 530 HP
"	1 412 255	DSC1413 530 HP
"	1 428 050	DSC1413 530 HP
"	1 428 058	DSC1413 530 HP
"	1 429 683	DSC1413 530 HP
"	1 429 691	DSC1413 530 HP
"	1 488 774	DSC1413 530 HP
"	1 534 164	DSC1413 530 HP
"	1 383 015	DSC1415 460 HP
"	1 385 171	DSC1415 460 HP
"	1 395 457	DSC1415 460 HP
"	1 409 335	DSC1415 460 HP
"	1 411 086	DSC1415 460 HP
"	1 412 259	DSC1415 460 HP
"	1 428 054	DSC1415 460 HP
"	1 428 062	DSC1415 460 HP
"	1 429 687	DSC1415 460 HP
"	1 429 695	DSC1415 460 HP
"	1 488 775	DSC1415 460 HP
"	1 530 828	DSC1415 460 HP
EDC MS6.2	1 421 818	DC1101 340 HP
"	1 427 573	DC1101 340 HP
"	1 440 650	DC1101 340 HP
"	1 482 448	DC1101 340 HP
"	1 483 244	DC1101 340 HP
"	1 486 472	DC1101 340 HP
"	1 421 820	DC1102 380 HP
"	1 427 575	DC1102 380 HP
"	1 440 651	DC1102 380 HP
"	1 482 449	DC1102 380 HP
"	1 483 246	DC1102 380 HP
"	1 486 473	DC1102 380 HP

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"	1 414 106	DC1103 340 HP
"	1 414 107	DC1103 340 HP
"	1 440 653	DC1103 340 HP
"	1 440 654	DC1103 340 HP
"	1 482 215	DC1103 340 HP
"	1 482 216	DC1103 340 HP
"	1 482 452	DC1103 340 HP
"	1 482 453	DC1103 340 HP
"	1 498 106	DC1103 340 HP
"	1 498 107	DC1103 340 HP
"	1 492 343	DC1103 340 HP, with COO 4
"	1 492 344	DC1103 340 HP, with COO 4
"	1 498 110	DC1103 340 HP, with COO 4
"	1 498 111	DC1103 340 HP, with COO 4
"	1 442 220	DC1104 380 HP
"	1 442 221	DC1104 380 HP
"	1 482 217	DC1104 380 HP
"	1 482 218	DC1104 380 HP
"	1 482 454	DC1104 380 HP
"	1 482 455	DC1104 380 HP
"	1 498 108	DC1104 380 HP
"	1 498 109	DC1104 380 HP
"	1 492 345	DC1104 380 HP, with COO 4
"	1 492 346	DC1104 380 HP, with COO 4
"	1 498 112	DC1104 380 HP, with COO 4
"	1 498 113	DC1104 380 HP, with COO 4
"	1 440 657	DC1106 340 HP
"	1 440 661	DC1106 340 HP
"	1 482 451	DC1106 340 HP
"	1 486 474	DC1106 340 HP
"	1 414 112	DC1201 420 HP
"	1 440 655	DC1201 420 HP
"	1 440 656	DC1201 420 HP
"	1 478 344	DC1201 420 HP
"	1 482 459	DC1201 420 HP
"	1 482 778	DC1201 420 HP
"	1 478 346	DC1201 420 HP, with COO 4
"	1 772 025	DC1201 420 HP
"	1 774 041	DC1201 420 HP
"	1 440 662	DC1202 400 HP
"	1 440 663	DC1202 400 HP
"	1 440 664	DC1202 400 HP
"	1 440 665	DC1202 400 HP
"	1 482 456	DC1202 400 HP
"	1 482 458	DC1202 400 HP
"	1 486 476	DC1202 400 HP
"	1 486 477	DC1202 400 HP
"	1 442 224	DC1209 400 HP
"	1 482 461	DC1209 400 HP
"	1 486 478	DC1209 400 HP
"	1 757 157	DC1216 380 HP
"	1 773 961	DC1216 380 HP
"	1 438 925	DC1601 580 HP, with COO
"	1 458 217	DC1601 580 HP, with COO
"	1 482 463	DC1601 580 HP, with COO
"	1 483 068	DC1601 580 HP, with COO
"	1 482 219	DC1601 580 HP, with COO 4
"	1 540 570	DC1601 580 HP, with COO 4

"	1 788 607	DC1601 580 HP, with COO 4
"	1 438 927	DC1602 480 HP, with COO
"	1 458 218	DC1602 480 HP, with COO
"	1 476 795	DC1602 480 HP, with COO
"	1 482 462	DC1602 480 HP, with COO
"	1 482 220	DC1602 480 HP, with COO 4
"	1 499 598	DC1602 480 HP, with COO 4
"	1 540 572	DC1602 480 HP, with COO 4
"	1 753 032	DC1602 480 HP, with COO 4
"	1 769 372	DC1602 480 HP, with COO 4
"	1 788 608	DC1602 480 HP, with COO 4
"	1 404 474	DSC1203 400 HP
"	1 421 816	DSC1203 400 HP
"	1 427 571	DSC1203 400 HP
"	1 434 242	DSC1203 400 HP
"	1 446 674	DSC1203 400 HP
"	1 409 362	DSC1205 420 HP
"	1 421 814	DSC1205 420 HP
"	1 427 577	DSC1205 420 HP
"	1 440 652	DSC1205 420 HP
"	1 482 450	DSC1205 420 HP
"	1 483 067	DSC1205 420 HP
"	1 486 475	DSC1205 420 HP
EDC S6	1 548 402	DC0921 310 HP
"	1 760 266	DC0921 310 HP
"	1 765 363	DC0921 310 HP
"	1 765 363	DC0921 310 HP
"	1 788 106	DC0921, 310 HP
"	1 847 594	DC0921, 310 HP
"	1 548 403	DC0920 270 HP
"	1 760 267	DC0920 270 HP
"	1 768 407	DC0920 270 HP
"	1 788 107	DC0920, 270 HP
"	1 847 593	DC0920, 270 HP
"	1 548 404	DC0919 230 HP
"	1 760 268	DC0919 230 HP
"	1 768 406	DC0919 230 HP
"	1 788 108	DC0919, 230 HP
"	1 847 592	DC0919, 230 HP
"	1 440 437	DC1203 420 HP, with COO
"	1 486 463	DC1203 420 HP, with COO
"	1 512 804	DC1203 420 HP, with COO 4
"	1 512 807	DC1203 420 HP, with COO 4
"	1 517 355	DC1203 420 HP, with COO 4
"	1 518 731	DC1203 420 HP, with COO 4
"	1 525 620	DC1203 420 HP, with COO 4
"	1 525 621	DC1203 420 HP, with COO 4
"	1 538 590	DC1203 420 HP, with COO 4
"	1 538 591	DC1203 420 HP, with COO 4
"	1 546 373	DC1203 420 HP, with COO 4
"	1 546 374	DC1203 420 HP, with COO 4
"	1 547 470	DC1203 420 HP, with COO 4
"	1 547 471	DC1203 420 HP, with COO 4
"	1 722 829	DC1203 420 HP, with COO 4
"	1 722 830	DC1203 420 HP, with COO 4
"	1 746 656	DC1203 420 HP, with COO 4
"	1 746 657	DC1203 420 HP, with COO 4
"	1 755 874	DC1203 420 HP, with COO 4

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"	1 756 371	DC1203 420 HP, with COO 4
"	1 760 261	DC1203 420 HP, with COO 4
"	1 760 262	DC1203 420 HP, with COO 4
"	1 764 991	DC1203 420 HP, with COO 4
"	1 764 992	DC1203 420 HP, with COO 4
"	1 775 088	DC1203 420 HP, with COO 4
"	1 775 095	DC1203 420 HP, with COO 4
"	1 764 991	DC1203 420 HP, with COO 4
"	1 764 992	DC1203 420 HP, with COO 4
"	1 788 105	DC1203, 420 HP, with COO 4
"	1 788 601	DC1203, 420 HP, with COO 4
"	1 847 595	DC1203, 420 HP, with COO 4
"	1 848 319	DC1203, 420 HP, with COO 4
"	1 440 425	DT1202 470 HP, with COO
"	1 468 373	DT1202 470 HP, with COO
"	1 480 298	DT1202 470 HP, with COO
"	1 482 221	DT1202 470 HP, with COO 4
"	1 494 383	DT1202 470 HP, with COO 4
"	1 498 062	DT1202 470 HP, with COO 4
"	1 516 460	DT1202 470 HP, with COO 4
"	1 517 349	DT1202 470 HP, with COO 4
"	1 525 618	DT1202 470 HP, with COO 4
"	1 526 190	DT1202 470 HP, with COO 4
"	1 538 593	DT1202 470 HP, with COO 4
"	1 539 382	DT1202 470 HP, with COO 4
"	1 546 371	DT1202 470 HP, with COO 4
"	1 547 466	DT1202 470 HP, with COO 4
"	1 547 467	DT1202 470 HP, with COO 4
"	1 549 796	DT1202 470 HP, with COO 4
"	1 731 791	DT1202 470 HP, with COO 4
"	1 731 792	DT1202 470 HP, with COO 4
"	1 731 793	DT1202 470 HP, with COO 4
"	1 746 650	DT1202 470 HP, with COO 4
"	1 746 651	DT1202 470 HP, with COO 4
"	1 746 652	DT1202 470 HP, with COO 4
"	1 755 875	DT1202 470 HP, with COO 4
"	1 760 257	DT1202 470 HP, with COO 4
"	1 760 258	DT1202 470 HP, with COO 4
"	1 760 259	DT1202 470 HP, with COO 4
"	1 764 989	DT1202 470 HP, with COO 4
"	1 775 100	DT1202 470 HP, with COO 4
"	1 776 475	DT1202 470 HP, with COO 4
"	1 771 659	DT1202 470 HP, with COO 4
"	1 764 989	DT1202 470 HP, with COO 4
"	1 788 102	DT1202 470 HP, with COO 4
"	1 847 598	DT1202 470 HP, with COO 4
"	1 848 318	DT1202 470 HP, with COO 4
"	1 486 468	DT1208 440 HP, with COO
"	1 494 382	DT1208 440 HP, with COO
"	1 526 189	DT1208 440 HP, with COO
"	1 490 301	DT1208 440 HP, with COO 4
"	1 498 066	DT1208 440 HP, with COO 4
"	1 502 195	DT1208 440 HP, with COO 4
"	1 517 352	DT1208 440 HP, with COO 4
"	1 525 619	DT1208 440 HP, with COO 4
"	1 538 592	DT1208 440 HP, with COO 4
"	1 539 385	DT1208 440 HP, with COO 4
"	1 546 372	DT1208 440 HP, with COO 4

"	1 547 468	DT1208 440 HP, with COO 4
"	1 547 469	DT1208 440 HP, with COO 4
"	1 549 797	DT1208 440 HP, with COO 4
"	1 731 794	DT1208 440 HP, with COO 4
"	1 731 795	DT1208 440 HP, with COO 4
"	1 731 796	DT1208 440 HP, with COO 4
"	1 746 653	DT1208 440 HP, with COO 4
"	1 746 654	DT1208 440 HP, with COO 4
"	1 746 655	DT1208 440 HP, with COO 4
"	1 760 262	DT1208 440 HP, with COO 4
"	1 760 263	DT1208 440 HP, with COO 4
"	1 760 264	DT1208 440 HP, with COO 4
"	1 764 990	DT1208 440 HP, with COO 4
"	1 764 990	DT1208 440 HP, with COO 4
"	1 773 325	DT1208 440 HP, with COO 4
"	1 788 103	DT1208, 440 HP, with COO 4
"	1 847 596	DT1208, 440 HP, with COO 4
"	1 848 317	DT1208, 440 HP, with COO 4
"	1 517 363	DT1210 440 HP, with COO 4
"	1 538 594	DT1210 440 HP, with COO 4
"	1 546 375	DT1210 440 HP, with COO 4
"	1 547 472	DT1210 440 HP, with COO 4
"	1 746 658	DT1210 440 HP, with COO 4
"	1 760 265	DT1210 440 HP, with COO 4
"	1 764 993	DT1210 440 HP, with COO 4
"	1 788 104	DT1210, 440 HP, with COO 4
"	1 847 597	DT1210, 440 HP, with COO 4
Electric throttle VDO	469 525	Bus
"	478 615	Truck and bus
Suspension	Control unit (a ssembly)	Remarks
ELC Wabco generation 1	1 374 464	4x2
"	1 374 465	6x2
ELC Wabco generation 2	1 391 186	
"	1 397 936	
ELC A2.1	1 404 233	
ELC Bosch Bus	489 555	Bus
Driver safety	Control unit (a ssembly)	Remarks
SRS Bosch	1 388 654	
"	1 438 746	
Gearbox	Control unit	Remarks
Scania Opticruise	1 365 632	Software 1 367 067
"	1 365 632	Software 1 391 650
"	1 391 652	Injection pump assembly
"	1 404 684	Injection pump assembly
"	1 404 689	Assembly
"	1 408 091	Assembly, bus
"	1 420 285	Injection pump assembly
"	1 421 647	Assembly
"	1 424 059	Injection pump assembly
"	1 428 747	Assembly
"	1 428 750	Injection pump assembly
"	1 434 696	Assembly
"	1 447 765	Assembly
"	1 447 768	Assembly
"	1 447 771	Assembly
"	1 456 824	Assembly
"	1 472 665	Assembly
"	1 484 957	Assembly

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"	1 484 960	Assembly
"	1 506 645	Assembly
"	1 512 741	Assembly
"	1 512 744	Injection pump assembly
"	1 721 095	Assembly
"	1 721 123	Assembly
"	1 721 126	Assembly
"	1 722 158	AWD
Brake	Control unit (a ssembly)	Remarks
EBS Bosch	1 360 992	Truck
"	1 411 124	Truck
EBS Bosch 2.1	1 406 605	Truck
"	1 423 866	Truck
EBS Knorr 2.2	1 412 237	Truck
"	1 445 384	Truck
"	1 471 638	Truck
"	1 506 029	Truck
Alarm	Control unit (a ssembly)	Remarks
VPS Scania	1 382 708	
Auxiliary brake	Control unit (a ssembly)	Remarks
Retarder	1 349 027	
"	1 391 658	
"	1 355 296	
"	1 360 315	
"	1 368 153	
"	1 801 665	
Retarder CAN	1 434 153	
"	1 505 135	
Instruments	Control unit (a ssembly)	Remarks
Instrument cluster	473 641	Bus
"	489 021	Bus
"	1 495 497	Bus
"	1 495 208	Bus
"	1 737 650	Bus
"	1 745 937	Bus
Coordinator	Control unit	Remarks
Coordinator generation 4/3	1 429 020	
"	1 498 713	

Maximum speed programming

Engine	Control unit (a ssembly)	Remarks
EDC M7	1 111 290	3 series, hardware number
"	1 302 538	"
"	1 318 544	"
"	1 340 968	"
"	1 341 132	"
"	1 342 391	3 series
"	1 355 790	"
"	1 355 792	"
"	1 355 794	"
"	1 355 795	"
"	1 357 358	"
"	1 357 359	"
"	1 357 361	"
"	1 357 362	"
"	1 358 981	"
"	1 363 581	"

"	1 363 585	"
"	1 363 589	"
"	1 391 093	"
"	1 391 096	"
"	1 391 099	"
"	1 391 102	"
"	1 391 105	"
"	1 391 108	"
"	1 391 111	"
"	1 391 114	"
"	1 391 117	"
"	1 391 120	"
"	1 391 123	"
"	1 391 126	"
"	1 391 129	"
"	1 391 132	"
"	1 405 178	"
EDC MS5	1 382 156	4 series, injection pump
"	1 382 160	"
"	1 383 007	"
"	1 383 011	"
"	1 383 015	"
"	1 385 171	"
"	1 395 453	"
"	1 395 457	"
"	1 409 327	"
"	1 409 331	"
"	1 409 335	"
"	1 411 082	"
"	1 411 086	"
"	1 412 255	"
"	1 412 259	"
"	1 413 160	"
"	1 421 629	"
"	1 428 046	"
"	1 428 050	"
"	1 428 054	"
"	1 428 058	"
"	1 428 062	"
"	1 428 067	"
"	1 429 671	"
"	1 429 675	"
"	1 429 683	"
"	1 429 687	"
"	1 429 691	"
"	1 429 695	"
"	1 454 624	"
"	1 454 473	"
"	1 454 483	"
"	1 488 770	"
"	1 488 771	"
"	1 488 772	"
"	1 488 773	"
"	1 488 774	"
"	1 488 775	"
"	1 488 778	"
"	1 488 779	"
"	1 488 780	"

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EDC MS6.2	1 404 474	4 series, unit injector
"	1 409 362	"
"	1 414 106	"
"	1 414 107	"
"	1 414 112	"
"	1 421 814	"
"	1 421 816	"
"	1 421 818	"
"	1 421 820	"
"	1 427 571	"
"	1 427 573	"
"	1 427 575	"
"	1 427 577	"
"	1 434 242	"
"	1 438 925	"
"	1 438 927	"
"	1 440 650	"
"	1 440 651	"
"	1 440 652	"
"	1 440 653	"
"	1 440 654	"
"	1 440 655	"
"	1 440 656	"
"	1 440 657	"
"	1 440 661	"
"	1 440 662	"
"	1 440 663	"
"	1 440 664	"
"	1 440 665	"
"	1 442 220	"
"	1 442 221	"
"	1 442 224	"
"	1 446 674	"
"	1 458 217	"
"	1 458 218	"
"	1 476 795	"
"	1 478 344	"
"	1 478 346	"
"	1 482 215	"
"	1 482 216	"
"	1 482 217	"
"	1 482 218	"
"	1 482 219	"
"	1 482 220	"
"	1 482 448	"
"	1 482 449	"
"	1 482 450	"
"	1 482 451	"
"	1 482 452	"
"	1 482 453	"
"	1 482 454	"
"	1 482 455	"
"	1 482 456	"
"	1 482 458	"
"	1 482 459	"
"	1 482 461	"
"	1 482 462	"
"	1 482 463	"

"	1 482 778	"
"	1 483 067	"
"	1 483 068	"
"	1 483 244	"
"	1 483 246	"
"	1 486 472	"
"	1 486 473	"
"	1 486 474	"
"	1 486 475	"
"	1 486 476	"
"	1 486 477	"
"	1 486 478	"
"	1 492 343	"
"	1 492 344	"
"	1 492 345	"
"	1 492 346	"
"	1 498 106	"
"	1 498 107	"
"	1 498 108	"
"	1 498 109	"
"	1 498 110	"
"	1 498 111	"
"	1 498 112	"
"	1 498 113	"
"	1 499 598	"
EDC S6	1 440 425	4 series, unit injector
"	1 440 437	"
"	1 468 373	"
"	1 480 298	"
"	1 482 221	"
"	1 486 463	"
"	1 486 468	"
"	1 490 301	"
"	1 494 382	"
"	1 494 383	"
"	1 498 062	"
"	1 498 066	"
"	1 502 195	"
"	1 512 804	"
"	1 512 807	"
"	1 516 460	"
"	1 517 349	"
"	1 517 352	"
"	1 517 355	"
"	1 518 731	"
"	1 525 618	"
"	1 525 619	"
"	1 525 620	"
"	1 525 621	"
"	1 526 189	"
"	1 526 190	"
"	1 517 363	"
SLD Wabco	1 353 428	
"	1 394 649	
"	1 394 649	Bus
Electric throttle VDO	469 525	Bus
"	478 615	Truck and bus

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Brake	Control unit (a ssembly)	Remarks
ABS Wabco C3	1 334 350	4-channel
	1 922 621	"
ABS Bosch P4	1 342 970	
"	469 479	Bus
ABS Bosch CP12	1 382 748	4-channel
"	1 388 035	"
"	1 402 263	"
ABS Wabco D	1 388 463	6-channel 6*4
"	1 400 578	"
"	1 412 040	"
"	1 400 577	6-channel 6*2 truck
"	1 412 038	"
"	1 455 605	6-channel, large wheels, truck
"	489 814	4-channel 4*2 truck
"	1 435 352	"
"	472 479	6-channel 6*2 bus
"	1 446 256	"
"	472 447	4-channel 4*2 bus
"	489 814	"
VPS	Control unit (a ssembly)	Remarks
	1 405 502	
	1 411 409	
	1 520 745	