

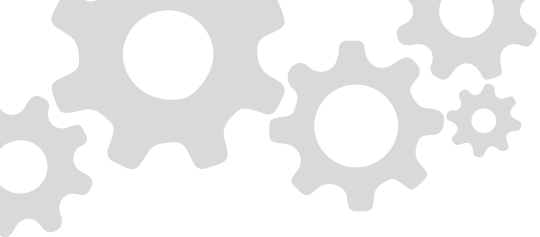
Offboard Diagnostic Information System

Service

Version 7.2.1

Release Notes





System requirements (as of April 2021)

Hardware dependencies:

- CPU minimum 2GHz recommended
- RAM \geq 2 GB
- Free hard disk storage > 15 GB, standard file system NTFS
- The software uses standard windows installation paths

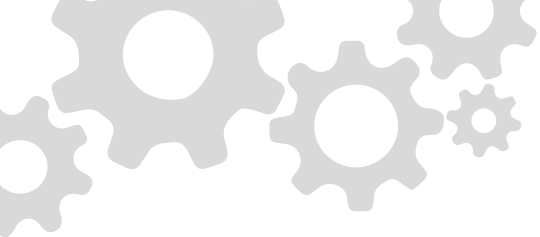
Supported (diagnostic-)hardware:

- Getac S410 / Getac S410 Performance
- Panasonic CF-54
- VAS 6150C, VAS 6150D, VAS 6150E
- VAS 6160B, VAS 6160C, VAS 6160E
- VAS 6154 or VAS 6154A with following restriction:
USB connectivity is recommended.

Software dependencies:

- Windows 10
- Installed libraries (DLL) for Microsoft Visual Studio 2010: vcredist_x86.exe
- Installed Visual C++ Redistributable x86 for Microsoft Visual Studio 2010: vcredist_x86.exe
- Internet Explorer 11.0
- Adobe Acrobat Reader Version 11 or Adobe Acrobat Reader DC
- Font „Arial Unicode MS Regular“





Product configuration

Software:

- Version name: Offboard Diagnostic Information System Service 7.2.1

Vehicle Connection :

- ECF Version: 53.6.1
- VW-MCD Version: 15.0.0
- VW D-PDU API Version: 21.2.0

Java:

- Java Version: Java 8 Update 261 (Offboard Diagnostic Information System Service 7.0.0)
- Java Version: Java 8 Update 271 (Offboard Diagnostic Information System Service 7.1.1)
- Java Version: Java 8 Update 281 (Offboard Diagnostic Information System Service 7.2.1)





Firewall Configuration

During ethernet electronic control unit communication (DoIP) with the application Offboard Diagnostic Information System Service, the existing configuration of the local firewall, especially on Windows 10, can prevent the execution of certain functions (e.g. flash process of ICAS1). If you detect such a problem, please proceed as follows:

1. Please contact the responsible Administrator.
2. The Administrator will provide you a firewall configuration that includes the following four rules:

1. Configuration:	Communication between Offboard Diagnostic Information System Service and VAS 6154(A)
Firewall profile:	inbound in the public network
File path to be shared:	"%ProgramFiles(x86)%\I+ME Actia GmbH\VAS6154 Driver\VAS6154App.exe"
Protocols & Ports:	all Protocols / Port 6154
Local IP addresses:	any IP address
Remote IP address:	192.168.13.240 - 192.168.13.250; 192.168.13.69

2. Configuration:	Multicast communication
Firewall profile:	inbound in the public network
File path to be shared:	-
Protocols & Ports:	IGMP / all ports
Local IP addresses:	any IP address
Remote IP address:	239.255.1.1 - 239.255.1.2

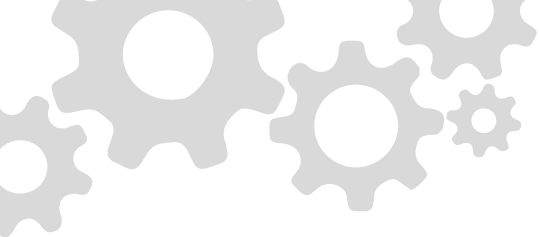
3. Configuration:	DoIP communication between Offboard Diagnostic Information System Service and VAS6154(A)
Firewall profile :	inbound in the public network
File path to be shared:	"%ProgramFiles (x86)%\Offboard_Diagnostic_Information _System_Service\OffboardDiagLauncher.exe"
Protocols & Ports:	all Protocols / all Ports
Local IP addresses:	any IP address
Remote IP address:	192.168.13.240 - 192.168.13.250; 192.168.13.69





4. Configuration:	DolP Broadcast communication between Offboard Diagnostic Information System Service and VAS 6154(A)
Firewall profile:	inbound in the public network
File path to be shared:	"%ProgramFiles (x86)%\Offboard_Diagnostic_Information_System_Service\OffboardDiagLauncher.exe"
Protocols & Ports:	all Protocols / all Ports
Local IP addresses:	any IP address
Remote IP address:	255.255.255.255





Implemented user requirements in version 7.0.0, 7.1.1 and 7.2.1

The user requirements implemented in version 7.0.0, 7.1.1 and 7.2.1 are listed in this section with the respective CCB-DS-ID and the description of the requirement implementation.

User requirements with direct visibility to the end user

The following implemented user requirements may be relevant to working with the Offboard Diagnostic Information System Service application for the end user and are therefore directly visible.

Offboard Diagnostic Information System Service 7.2.1

Deactivation of BUS tracing by default

- In version Offboard Diagnostic Information System Service 7.2.1 the BUS tracing is disabled by default, as in version 7.1.1.

Full implementation of CCB_DS_2177: Support of the identity provider "Group" Retail Portal" for using the connected service

- In Offboard Diagnostic Information System Service version 7.0.0 the identity provider "Group Retail Portal" (GRP) was integrated which offers weak authentication as well as strong authentication methods.
- The full realization was implemented in Offboard Diagnostic Information System Service Version 7.2.1.

Offboard Diagnostic Information System Service 7.1.1

Reset of user requirements CCB_DS_2369 from Offboard Diagnostic Information System Service Version 7.0.0

- The default value while creation of auto save protocols was set to five Minutes again.

Deactivation of CAN BUS tracing by default

- The trace function for the CAN BUS is disabled by default. The purpose of this is to avoid heavy occupancy of the internal working memory, especially during data intensive flash operations.





Offboard Diagnostic Information System Service 7.0.0

CCB_DS_1968: Recording of diagnostic communication between tester and vehicle as a trace at diagnostic entry via DoIP

- With diagnostic communication via DoIP there was no direct possibility to record the diagnostic communication between tester and vehicle as a trace without installing an additional software component. The installation may have violated Volkswagen network guidelines. With diagnostic communication via CAN, recording is possible. This trace recording is necessary in order to be able to trace and analyze malfunctions such as flash breakdowns.
- Similar to the Can-Trace, DoIP traces can now be recorded in compliance with network policies without the installation of an additional software component in order to be able to perform thorough analytics in the future.

CCB_DS_2170: Revision of the diagnostic interface setup:

- In order to achieve higher user acceptance and lower support efforts, a more efficient setup of the diagnostic interface now exists. The user now has the possibility to set up diagnostic interfaces faster and better, which leads to time and cost savings on both the user and the support side.

CCB_DS_2177: Support of the identity provider "Group" Retail Portal" for using the connected service

- Due to IT security requirements, the identity provider "Group Retail Portal" (GRP) is currently being developed, which offers weak authentication as well as strong authentication methods. Until now, only the retail portal has been used as an identity provider to execute various services through the Offboard Diagnostic Information System application.
- The services connected via the dealer portal will be migrated successively to the GRP, therefore user authentication via both identity providers is now supported.

CCB_DS_2184: Multi-channel delete and reading of the DTC Memory in the "flashing" mode

- When leaving the "flashing" mode, the DTC Memory was erased and read at the end in a single channel (single link).
- In order to ensure higher customer satisfaction and to save warranty costs and time during the flashing process, the action "Delete/read DTC Memory" in the mode "Flashing" is NOW multi channel.

CCB_DS_2232: Update of User-manuals, Release Notes and customer satisfaction surveys without performing a SW/GFS update

- Up to now it was not possible to update the manuals and release notes independently from a SW/GFS update. This led to the fact that faulty documents were released to the market in case there was a need for short-term changes. A note about the customer satisfaction survey was not displayed.
- In order to provide the end user faster and more efficiently with short-term changes to the documents, the release notes and manuals can be updated individually and at any time in the current version and accessed via the Expandbar. Only the current version of Documents Notes exists for each version; old documents are overwritten during an update. The customer satisfaction survey is implemented in the Guided Fault Finding and can be called up for three weeks at a time. The customer satisfaction survey is announced in a notification message.





CCB_DS_2257: Full implementation of checksum calculation when entering camshaft and crankshaft measured values

- In the engine control module (ECM), no check of the camshaft and crankshaft measured values is implemented. When reworking in production or in the case of customer service, the camshaft and crankshaft measured values lasered onto the cylinder head cover or cylinder head using a Data Matrix Code (DMC) must be transferred to the ECM. If these values are transferred manually by the user, errors may occur. Incorrect measured values in the MSG can lead to trimming of the engine and to non-optimal utilization of the CO2 potential.
- To prevent the transmission of wrong measured values, the application now implements a checksum check when entering an XK, XN or XW. If the input is valid, the user is taken to a modal input dialog for further processing.

CCB_DS_2280: Adaptation of the "Battery voltage" dialog

- If the battery voltage is below 12 volts, the "Battery voltage" dialog reappeared repeatedly after confirmation. A diagnosis was difficult to make, because the dialog had to be confirmed again and again.
- The warning dialog "Battery voltage" has been modified in such a way that the condition "Voltage drop below 12 V" must be fulfilled for the warning dialog to be displayed. If the condition "Voltage drop below 12 V" is met, the voltage value must be continuously below 12 V for at least 60 seconds. The current functionality, that the warning dialog is displayed again after 5 minutes at the earliest if the condition "Voltage drop below 12 V" is fulfilled, is retained.

CCB_DS_2287: Explicit information in case of lack of memory for obtaining the flash container from the workshop server

- During the first step of the flash process, the Guided Function (GF) copies the flash container from the workshop server to the local hard disk of the tester. If there was not enough space, the application returned a Guided Fault Finding (GFF) return value with the general information that the storage capacity was not sufficient.
- With the current version, the GFS application passes the explicit flash container size and the locally available memory capacity of the tester in addition to the return value. The parameters are passed in the unit "Megabyte" (MB).

CCB_DS_2288 & 2345: Increase of PDU size during flash process to over 4 KByte for communication via DoIP

- The PDU size could not be set larger than 4kByte for a flash process when communicating via DoIP.
- To save time of the flash process, the PDU size can be increased to more than 4kByte when communicating via DoIP. The maximum PDU size can be specified in the administration interface and set to 1 Mbyte. However, when the user flashes via DoIP, the value range is between 4-64 kByte. The maximum value "64 kByte" is initially set as a limit according to evaluations of the Technical Development. Currently the VCI VAS 6154(A), causes problems above this data volume.





CCB_DS_2299: Ending of support for the Microsoft Windows 7

- With the discontinuation of the Microsoft Windows 7 system, the Offboard Diagnostic Information System Service application can only be installed on Microsoft Windows 10. This should lead to a higher process security and a clean software cleanup.

CCB_DS_2305: Extension of the safety and operating instructions with regard to status information

- In the application there was no safety note for status information of the vehicle.
- When starting the application, the user is now shown the "Warning/Advice dialog box with a disclaimer for safety and operating instructions. The dialog window can only be closed when the user has reached the end of the "Warning/Notes" dialog window.

CCB_DS_2310: Provision of an executable file to generate a test baseline without starting the Offboard Diagnostic Information System Service application

- Offboard Diagnostic Information System Creator creates testbaseline deployments that contain the Guided Fault Finding (GFF). These deployments had to be integrated into the Offboard Diagnostic Information System Service application manually or through an update creation process.
- To reduce the time and effort required, Testbaseline deployments can now be automatically loaded into the Offboard Diagnostic Information System Service application without the need to launch it. This is done by launching the Baseline Installer application, which then installs the Testbaseline Deployments on selected Offboard Diagnostic Information System Service clients. These clients run in virtual machines.

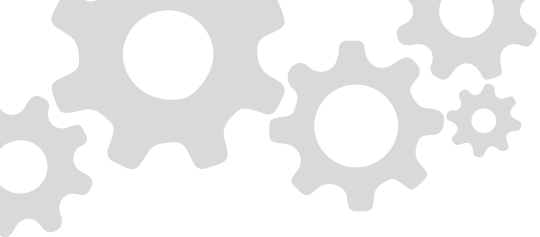
CCB_DS_2315: Calling the DiagEntryCollector (DEC) via an IA service

- In order to accelerate the entry into diagnostics in the application, it is planned to read out vehicle status information (installation information and DTC Memory entries) directly from Group systems for future vehicle models. The DiagEntryCollector (DEC) acts as an interface for the Offboard Diagnostic Information System Service application. The DEC was only accessible via the Internet.
- To ensure a fast diagnostic access, the DEC can be accessed in workshops worldwide via the Central Partner Network (CPN). A new IA service has been developed for this purpose.

CCB_DS_2332: Diagnosis for Independent Market Participants when determining a VIN (Vehicle Identification Number) from an electronical control unit that has not been taught to the Immobilizer

- Due to a gap in requirements, since the implementation of the new diagnostic entry for Independent Market Participants, it was no longer possible in certain cases to perform a diagnosis if a VIN was determined during the diagnostic entry from an electronical control unit that was not trained to the immobilizer. Depending on the Immobilizer generation, a non-trained electronic control unit transmits either 17 times the value "X" or 17 times the value "-" (ASCII 0x2D) as VIN, which is then set for the following diagnostic session. The diagnostic was not possible due to the faulty VIN.
- In the current version, the automatic determination of the VIN continues to run in order to query all other electronical control units in the vehicle project until a valid VIN is found. The user can also manually insert a VIN into the application if a valid VIN could not be determined from the electronical control units before. After the manual entry of the VIN, the license check for Independent Market Participants is performed.





CCB_DS_2343: Provision of the product-specific configuration file "ServiceReferences.xml" for the Offboard Diagnostic Information System and Engineering applications

- There was a common configuration file "ServiceReferences.xml" for the products Offboard Diagnostic Information System Service and Engineering to configure the group system accesses.
- Since various product-specific entries currently exist in this common configuration file, each product in the current version has its own product-specific configuration file.

CCB_DS_2344: Update of the configuration file "config.ini" via software update

- To update the configuration file, the only possibilities were to use a batch file which was started during the update process or to exchange the configuration file manually. Both alternatives proved to be unsafe and architecturally unclean.
- The update of the configuration file "config.ini" can now be done via software update.

CCB_DS_2369: Reduction of the default value to two minutes when creating autosave logs

- The autosave function creates diagnostic logs at a defined interval, which are sent to the backend system in case of a possible crash. The default value was five minutes.
- The default value has been reduced to two minutes, allowing the user to retrace more steps performed in case of a crash.

CCB_DS_2380: Update of the uninstallation file

- The uninstallation file was not updated with an update, this sometimes caused an incorrect uninstallation of the Offboard Diagnostic Information System Service application, making a new installation more difficult.
- An incorrect deinstallation should now be prevented by a possible update of the installation file.

CCB_DS_2381: Update of the software bar during software update

- The version of the installed Offboard Diagnostic Information System Service application in the Windows software list "Apps & Features" was not updated with an update. The information in the Windows software list did not correspond to the actual software version.
- In the current version, the version information in the Windows software list "Apps & Features" is updated.





CCB_DS_2422 Removal of the 200km query at automatic SFD-Lock in diagnostic exit

- Due to the integration of CCB_DS_2171 (No automatic locking on diagnostic exit), when a diagnostic session is terminated, only the functional SFD locking is performed if the vehicle has a mileage of at least 200km. This mileage is only determined by an MCD service under certain conditions. There have been cases (Defect #21084) where the measured value is not available in the vehicle project. In these cases the vehicle was not SFD-locked for safety reasons.
- For security reasons the 200 km query has been removed. The Offboard Diagnostic Information System Service application always performs an SFD lock in the diagnostic exit if at least one SFD electronic control unit has been unlocked in the active diagnostic session. The application does not perform an SFD lock in diagnostic exit if there is no SFD unlock in the active diagnostic session. The application always performs an SFD lock in diagnostic exit if an SFD unlock has occurred after loading a stored diagnostic session. When a diagnostic session is saved, the application does not perform an SFD lock if no SFD enable was performed in the diagnostic session. When saving a diagnostic session, the application always performs an SFD lock if at least one SFD electronic control unit was unlocked in the active diagnostic session.

CCB_DS_2430: Execution of the SFD lock job before clearing the DTC Memory on diagnostic exit

- The SFD lock job, in which all SFD electronic control units were locked via a functional service, was performed at the end of the diagnostic exit and thus after the DTC Memory was cleared or read. For all SFD-locked electronic control units there were static DTC Memory entries, which were taken into account when the DTC Memory was deleted. Thus, the mechanic was asked at each diagnostic exit whether he wanted to recalculate the test plan, since there were still test plan entries.
- In order to save time and lower warranty costs, the vehicle-wide SFD interlock takes place before the DTC Memory is cleared during diagnostic exit.

CCB_DS_2433: Removal of meaningless characters with the SFD Offline Enable function

- The SFD Offline Enable function could be used to enter meaningless characters such as a space or a <CR> (carriage return) in the token input field. These characters were not visible on the screen, but caused the SFD unlock process to fail. It was not obvious to the user why the unlocking process failed.
- In the current version, non-functional characters are removed before transmission to the control unit so that the activation can be performed.

CCB_DS_2438: Delete Loghelper data in compliance with GDPR (General Data Protection Regulation)

- The Support requests created with Loghelper and saved in the default installation directory were not automatically deleted after 30 days. The data collection and storage was therefore not GDPR compliant.
- In order to enable a GDPR-compliant data situation, the support requests stored with Loghelper in the standard installation directory are automatically deleted after 30 days. The deletion includes the entire generated ZIP file with the support email, result logs, traces and logs in the attachment.





CCB_DS_2442: Support for automatic enabling of SFD1 electronical control units via a functional call within the Guided Fault Finding

- Offboard Diagnostic Information Service starts a SFD level 1 automation when a service is SFD protected and physically running. This automatism could not be executed by the Offboard Diagnostic Information System Service application when a service is functionally dispatched. The automatic enabling of SFD1 electronical control units via a functional call within the Guided Fault Finding was not supported.
- The automatic activation of SFD1 controllers via a functional call within the guided debugging is now supported. SFD1-protected control units are automatically detected and enabled when functional calls are executed within the Guided Fault Finding. Afterwards the functional call is repeated automatically. If the user is not authenticated at the SFD-IT-Backend, a login dialog is displayed automatically. The SFD1 activation will only be continued as soon as the user is successfully authenticated at the SFD-IT-Backend.

CCB_DS_2444: Grouping of DTC Memory log entries by priority

- With an increasing number of possible entries in the DTC Memory, it was necessary to distinguish between function-relevant events (errors) and information. The electronic control units displayed in the "Contents" section (shoring list) contained information about the total number of events determined from the electronical control unit. The display was as follows: 002 DTC Memory (<total number of all events>). The representation of the DTC Memory entries for each control unit is not based on the priority of the errors.
- In order to process problems efficiently and detected, the total number of events determined from the electronical control unit is separated into the two categories "primary events" and "information". The display is as follows: 002 DTC Memory (<number of primary events / information>). Within the category "Primary Events", the events are displayed in descending order of priority, with events with the highest priority being displayed first. The category "Primary Events" summarizes the priorities from 0-5. Here "0" has the highest priority and "5" the lowest. The category "Information" summarizes the priorities from 6-15. Here "6" has the highest and "15" the lowest priority. Again, the ones with the highest priority are displayed first. Within the categories, all static events are displayed first and then all sporadic events in descending order.

CCB_DS_2449: Evaluation of the communication path via Guided Fault Finding

- The communication path (e.g. CAN, CAN-FD, DoIP) could not be evaluated by the Guided Fault Finding so far. Depending on the electronical control unit, it may happen that electronical control unit may not be flashed via one or the other communication path, otherwise the electronical control unit may be destroyed.
- The communication path (e.g. CAN, CAN-FD, DoIP) can now be accessed and evaluated via a CU under the heading Tester data for Guided Fault Finding.





Internal application user requirements

The following implemented user requirements are less relevant to working with the Offboard Diagnostic Information System Service application for the end user. For example, they concern technical processes that take place in the background during the application and are therefore not directly visible to the end user.

Offboard Diagnostic Information System Service 7.2.1

Change of configuration file "PDUAPI_VW.ini"

- The parameter LogLevel=Error was set in the configuration file "PDUAPI_VW.ini".

Change of DolP trace file name in CCB_DS_1968: Recording of diagnostic communication between tester and vehicle as a trace at diagnostic entry via DolP

- With implementation of user requirement 1968 the DolP traces can be recorded between tester and vehicle.
- The DolP trace file name is changed from *.pcap to *.vmt in Offboard Diagnostic Information System Service 7.2.1.

CCB_DS_2543: Implementation of three parameters for optimal bus tracing configuration.

- In Offboard Diagnostic Information System Service 7.0.0, frequent heavy usage of internal memory was observed, especially during data-intensive flash operations.
- Three parameters have been added within the application to allow configuration of the bus tracing internal buffer sizes. Separate configurability exists for the CAN/CAN FD, KLine and DolP bus systems/channels. This requirement is to achieve robustness against memory overflows.

CCB_DS_2547: Internal logging of memory usage for running Offboard Diagnostic Information System applications.

- Up to now it was not possible to determine the available RAM size and to log this in the file "engine.log".
- In order to obtain indications of too little RAM in the event of an error, the available RAM size is now determined at certain points in a diagnostic process (e.g. when creating the diagnostic log) and logged in the "engine.log" file.

Offboard Diagnostic Information System Service 7.1.1

CCB_DS_2507: Support of the flash container format FRF-F

- During tests it was found out that the application could not process control data of type FRF-F. These control data type is necessary for flash update of the ID.3 and ID.4 (Software update ICAS3).
- The FRF-F file is now converted to the type FRF, which can be processed by the application





Offboard Diagnostic Information System Service 7.0.0

CCB_DS_2226: Support for software compositions (SWCO) and software components (SWC) and the function 'encode subsystems'.

- Until now, Software Compositions and Software Components were not supported by the Offboard Diagnostic Information System Service application.
- In order to be able to diagnose ICAS and HCP systems completely and without errors and to enable virtual storage, SWCO and SWC are displayed, for example, in the electronic control unit list. Due to the current distinction between DK4 High and DK4 Low- electronic control units, identifiers for reading and writing subsystem installation lists have been introduced. To be able to read and write subsystem shoring lists in the DK4-high and DK4-low systems, the new function "Encoding subsystems" is used.

CCB_DS_2235: Separation of the files servicereference.xml and updatewarntimes.xml into separate plugins

- The two configuration files servicereference.xml and updatewarntimes.xml were distributed together by a plugin "servicereferences". So the whole plugin had to be changed if one of the two contained files was updated. In the case of the updatewarntimes the servicereferences had to be versioned higher, even if there were no changes there, because the version number of the whole plugin is derived from it.
- The update process of service references and update warning times is simplified by separating the files.

CCB_DS_2251: Activation and deactivation of Flexray Flash PDUs and mute handling in administration (only indirect subject of Offboard Diagnostic Information Service)

- The flash PDU should no longer be configured for the Offboard Diagnostic Information Engineering application via the entry in the flash control file (.xml). Instead, the user must be able to (de)activate the flash PDU in the administration settings. As part of this change, a new ECF interface has been created that is also used in the Offboard Diagnostic Information Service application.
- However, this new change in the interface between the application and ECF layer does not affect the behavior of Offboard Diagnostic Information Service.

CCB_DS_2302: Decoupling of the software modes "Parallel-Flashing" and "Flex-Ray-PDUS"

- When flashing, the setting "Use Flexray Flash PDUS" exists. This enables or disables the service "LinkControl (87hex)" for the next flash process via DoIP. The service "LinkControl (87hex)" can be used to increase the bandwidth for diagnostic communication in electronic control units (e.g. by switching to CAN FD). The setting "Mute handling by Offboard Diagnostic Information System Sequence System" activates or deactivates the service "CommunicationControl (28hex)" for parallel flash processes. The "CommunicationControl (28hex)" service can be used to switch off the sending and/or receiving of certain messages in the bus system in order to increase the bandwidth. Due to an internal setting in the config.ini file, the two service services could not be used independently of each other.
- Currently, the services can be used independently. The setting "Use Flexray Flash PDUS" can now be used without parallel flash operations.





CCB_DS_2320: Extension of use and display of data from "dtcfactor.xml"

- Using the factor in the dtcfactor.xml it is possible to prioritize test programs in the test plan view. For this purpose, a factor with pre and post decimal places (multiplication of the DTC factor and the suspected weight) is used for the respective test program and sorted in descending order. Furthermore, with CCB_DS_2159 a "UGD test plan view" as well as a "UGD test plan calculation" has been implemented into the sequence system. In the UGD test plan view, however, the priority/probability was not taken into account.
- The data from "dtcfactor.xml" has been extended so that if "UGD Test Plan Display" is activated, the evaluation factors from the "DTC Factor" are used to calculate the probabilities of test programs so that they are available for sorting the test plan and for display in the "Priority" column.

CCB_DS_2339: Adaption of the methods for filling the CU variables to the „getFINGERPRINTDEVICE“ method.

- The methods for filling the CU variables "IMPORTER, DEALERCODE and DEVICE" returned different values to the methods "getFINGERPRINTIMPORTER, getFINGERPRINTDEALER, getFINGERPRINTDEVICE".
- The method "getIMPORTER" now returns the same value as the method "getFINGERPRINTIMPORTER". The method "getDEALERCODE" gives the same value as the method "getFINGERPRINTDEALER" and the method "getDEVICE" gives the same value as the method "getFINGERPRINTDEVICE".

CCB_DS_2353: Delivery of all third-party software components used (libraries, frameworks, etc.) including . their license terms and vulnerability analyses by software suppliers

- Until now, software suppliers have not provided a list of all third-party software components (libraries, frameworks, etc.) used, including their license terms and vulnerability analyses, as delivery items.
- Since the topics of license management and vulnerability management are becoming increasingly important in the Volkswagen Group, software suppliers will in future be required to provide the required information on the respective delivery as a delivery item. The list should include the third-party software components used in the software as well as a vulnerability analysis.

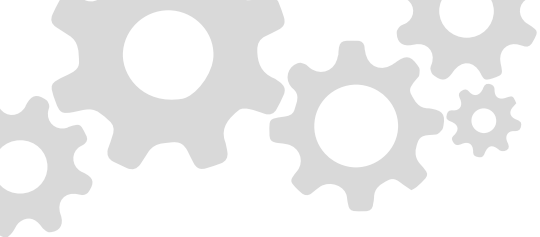
CCB_DS_2382: Overall definition of the stage to be used for all web service calls

- The Stage parameter could only be set for single web services. In the past it was sufficient to change the URL of the gateway, for example to access the QS Stage. This was no longer sufficient for new services, since the Stage parameter must also be set.
- The stage to be used can be defined holistically for all web service calls.

CCB_DS_2386 Adaptation of the link handling for OBD DTC Memory deletion

- In order to make OBD DTC memory delete future-proof for secondary OBD electronical control units as well, an adaptation of the LogicalLink handling was necessary. The currently implemented use of the LogicalLinks LL_AllUDSSys as fallback method will not work in the foreseeable future. All OBD LogicalLinks were opened with the OBD request "0x0100".
- All OBD-LogicalLinks are currently opened without the OBD-Request "0x0100". Changes in the application and ECF layer regarding the OBD link ensure that the OBD DTC memory is cleared.





Resolved Defects in Version 7.0.0, 7.1.1 and 7.2.1

The resolved defects in version 7.0.0, 7.1.1 and 7.2.1 are listed in this section together with the respective Defect ID and the error description.

Resolved defects with direct visibility to the end user

The following resolved defects may be relevant for working with the Offboard Diagnostic Information System Service application for the end user and are therefore directly visible.

Offboard Diagnostic Information System Service 7.2.1

#21356: Incomplete collection of data by Loghelper in Offboard Diagnostic Information System Service version 6.1.0.

- Due to missing data collection by Loghelper 6.1.3.0, important files have not been present in the Local Directory "log-extended".
- The data is now completely collected by the loghelper.

#21384: Error message at diagnostic entry in Offboard Diagnostic Information System Service version 6.1.0

- In some user cases no diagnostic entry could be performed with the testers VAS6150C/D/E independent of USB/WLAN. The message "There is no MCD project available" was displayed. The problem was caused by a not found VCI and an outdated ECF version 50.7.2.
- The error message has been adapted in an understandable way for the end user, so that it contains further action steps to help the user solve the problem.

#21438: SFD GRP 5: Setting the car dealership context when logging in from ODIS service aborts with a "timeout"

- In some cases the setting of the car dealership context at login aborted with a "timeout". The SFD electronic control unit could not be unlocked via the GRP 5.
- The SFD activation is possible again.

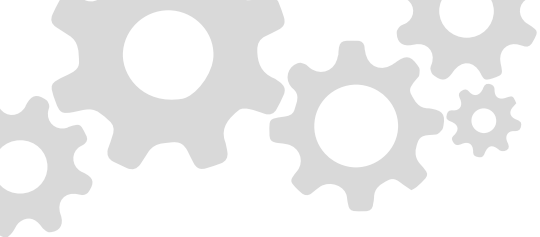
#21621 & #21622: Application crash during diagnosis in the Offboard Diagnostic Information System Service version 7.0.0

- While diagnosis and the processing the test program the application crashed in many cases. The error was caused by memory shortages.
- The Error has been fixed.

#21638: Error during GFF test for coolant venting.

- During the GFF check for coolant venting of low temperature coolant system and high temperature coolant system, the inspection went through, but an error message occurred when returning to the test plan.
- The error is due to a lack of memory and has been corrected.





#21662: Blue screen and Windows restart when launching the Offboard Diagnostic Information System Service application version 6.2.0 and 7.0.0

- Since the migration to Windows 10, the error that a blue screen is displayed when starting the application has occurred sporadically. As a result, a Windows restart was performed. When the application was started again after the Windows restart, various errors occurred which were due to a defective file "org.eclipse.internal.prefs".
- A fix has been applied.

#21679: Duplicate display of electronic control units in the components list in self-diagnosis mode in the Offboard Diagnostic Information System Service Version 7.1.1

- In the self-diagnosis mode, electronic control units were displayed twice in the components list. This is due to the fact that the bus master can report electronic control units several times if they have different bus types ("topologies").
- There is now an extended view. This is clearly shown in the "GW-Info" column.

#21763: Unable to perform flash action 23X4 on Turkish market in Offboard Diagnostic Information System Service version 7.1.1.

- The flash action could not be completed and was acknowledged with an error code ERP0501E. The error is due to an unrecoverable flash container loaded from the MS/2.
- The Error has been fixed.





Offboard Diagnostic Information System Service 7.1.1

#21630: Offboard Diagnostic Information System Service 7.0.0 Application Crash of Golf 8 MFC while flash operation

- When flashing the multifunction camera (MFC) for the Vehicle Golf 8 the application crashed in many cases.
- The error has been fixed

#21631 Offboard Diagnostic Information System Service 7.0.0 error message while diagnostic exit of Golf

- When executing a diagnostic exit and return to the start screen, the error message "ODS4009E" appeared. The Error occurred after running a flash process.
- The error has been fixed.

Offboard Diagnostic Information System Service 7.0.0

#19636: Function "write fingerprint" not working

- It was not possible to write the fingerprint. When reading the dealer number (01E07) from the tester and then passing it on to an ASAM Ecukom, no successful communication with the electronic control unit could be established. The fingerprint was expected as a numerical value and therefore had to be delivered as such. If a part of the fingerprint (importer number, dealer number or tester number) was delivered differently, this value was then truncated from the first letter onwards. An exception to this is an 'E', which triggered an exponential calculation and thus resulted in a value outside the permissible value range. A dealer number '000GA', which then led to a '0' by cutting off the letters, was also not recognized by the electronic control unit.
- An alternative fingerprint method is now used, which correctly identifies the dealer number.

#20279: Incorrect communication when using the VAS6154(A) LAN with TLS Authentication on a non-NAC protected port

- If TLS is activated and a certificate is imported when using the VAS6154(A), no communication could be established if the diagnostic interface was connected to a LAN port without NAC (Network Access Control) authentication.
- The bug is fixed, allowing communication with the VAS6154(A) LAN with TLS authentication on a non-NAC protected port.

#20670: Empty service download file for support request at diagnostic interface VAS6154(A)

- When creating a support request with VCI-Logs via the support window, only the empty file "ServiceDownload.cgi" was created in the designated folders. This happened only if the diagnostic interface VAS 6154/A was selected in the support window under the specification "VCI-Logfiles."
- The file "ServiceDownload.cgi" is now filled completely so that a support request with VCI logs can be successfully created via the support window. The timeout for the download process has been extended from 5 seconds to 20 seconds.





#20759: Incomplete display of dynamic environmental data in self-diagnosis

- In the context of self-diagnosis, dynamic environmental data was not completely displayed when reading the DTC Memory. Only the byte string was displayed, but the interpreted data was not displayed. In the self-diagnosis log, the interpreted dynamic environmental data are displayed completely.
- In the current version, the dynamic environmental conditions are completely displayed in the self-diagnosis.

#20824: Error when uninstalling measurement instrument VAS6356_2019.3.7

- The measurement instrument VAS6356_2019.3.7 could not be uninstalled without errors.
- An error-free deinstallation is now possible.

#20866: Incorrect display name of equipment without diagnostic interface in the equipment list

- In the equipment list, the display name of equipment without diagnostic interface was not displayed correctly. Instead of the display name "J525 - Controller for digital sound package" a wrong expression was displayed.
- In the equipment list the display names without diagnostic interface are now correctly shown.

#21011: Error when activating an SFD electronic control unit

- When activating an SFD protected control unit, the login dialog is frozen after entering "Strong Authentication" at GRP. This was due to an earlier GRP login which was still valid.
- Previous GRP logins are terminated so that authentication can take place.

#21053: Incorrect system names in diagnostic log

- Some system names were displayed as three question marks on a vehicle in the diagnostic log.
- The system names are displayed without errors again.

#21056: Crash in field

- A Guided Fault Finding was aborted because a connection to a VCI was interrupted. This led to a crash in the field.
- The Guided Fault Finding can again be continued without interruption.

#21133: Error during test plan calculation with DTC factors

- The calculation of the test plan with DTC-Factors.xml was faulty. In the context of a diagnostic entry in a simulation the test plan calculation was tested on the basis of a DTC-Factors. It turned out that functional testing used an incorrect evaluation factor (0.0, instead of 1.227).
- The evaluation factor is now displayed correctly. In order to also obtain a uniform semantics of the numerical value, CCB_2320 is used to use only the integer value for prioritizing the diagnostic objects.

#21148: Incomplete uninstallation of measurement instrument for the trial version 7.0.0-01

- When uninstalling, the measurement instrument was not uninstalled automatically.
- In the current version, all Offboard Diagnostic Information System Service components and third-party components are also installed.





#21161: Missing translation in diagnostic log

- In the diagnostic protocol, some of the performed steps were not translated into Dutch.
- All performed work steps are now translated into the correct user-specific language.

#21179: Wrong weighting factor in the diagnostic protocol for multiple test plans

- The weighting factor was displayed incorrectly in the diagnostic protocol during the calculation of the test plan if the value of the evaluation factor changed. The latest evaluation factor (for a function test) was always transferred to the diagnostic protocol. This had the consequence that with older test plans this new evaluation factor was always indicated instead of the true evaluation factor.
- The weighting factors displayed in the protocol now belong to the respective test plans and no longer to the last test plan created.

#21200: Error message ODS4009E after "Specify VCI dialog"

- After starting the application, a "Specify VCI dialog" appeared via the selection Extras ->Diagnosis interface, without a VCI was connected. The "Specify VCI dialog" could not be closed in the application itself. This was only possible via the Windows Task Manager.
- The error message has been removed so that the "Specify VCI dialog" can be closed.

#21203: Incomplete logs in Loghelper

- When collecting the logs by the loghelper the file ".log" from the directory "ProgramData-> Offboard Diagnostic_Information_System_Service\metadata" was not available.
- The Loghelper now collects all logs

#21249 & 21322: Error message when starting the Offboard Diagnostic Information System Service application when reinstalling after changing the protocol path

- During installation of trial version 6.0.0-07 and the subsequent protocol change, an error message was displayed if the application was uninstalled and then installed again after the protocol change. Also, the "User-specific settings were not deleted" during uninstallation. As a result, error messages were repeatedly displayed when starting and ending the application.
- The installation and deinstallation are now running without problems.

#21260: Delivery of wrong values of the function "Importer", "Dealer Code" and "Device"

- The functions "Importer", "Dealer code" and "Device" displayed different values in the Guided Fault Finding and Diagnostic Log. The return values in the Guided Fault Finding were incorrect.
- The values now return the correct values for the functions "Importer, Dealer code and Device" for both cases.

#21270: Notification of outdated software when starting the version Offboard Diagnostic Information System Service 6.0.1

- When starting the Offboard Diagnostic Information System Service version 6.0.1, a message appeared informing that the software is outdated.
- The notification message is no longer displayed.





#21279: Incorrect request structure in Offboard Diagnostic Information System Service Remote Service

- When requesting the Offboard Diagnostic Information System Service Remote Service, an error message was displayed by the gateway that the request structure is incorrect. The request was therefore not processed.
- The incorrect request structure has been corrected.

#21287: Incorrect text scaling in function test

- When scaling a text window in the functional test, only a part of the text was only enlarged, while the remaining text was not scaled.
- The complete text is now scaled correctly.

#21301: Error message at "Rollback" of the installation

- When the application and a third-party component are installed, the application performs a "rollback" in which incomprehensible error messages are displayed for the user.
- The error-free installation of a third-party component is possible again.

#21303: Missing error message despite incorrect uninstallation of a third-party component

- When uninstalling the application, a success message is displayed instead of an error message, even if a third-party component was uninstalled incorrectly
- An error message is now displayed if a third-party component is uninstalled incorrectly.

#21359: Incomplete uninstallation of HV measurement instrument for trial version 7.0.0-0203

- When uninstalling the intermediate and test version 7.0.0-0203, the HV measurement technology was not uninstalled automatically.
- In the current version, all Offboard Diagnostic Information System Service components and third-party components are also uninstalled.

#21404: Login to Group Retail Portal 5 (GRP 5) for SFD activation of an electronic control unit not possible.

- When a user enters a diagnostic session, the "strong authentication" could not be performed on the GRP5 portal, so the login process could not be performed and an error message was issued.
- This defect has been fixed so that strong authentication is possible again.

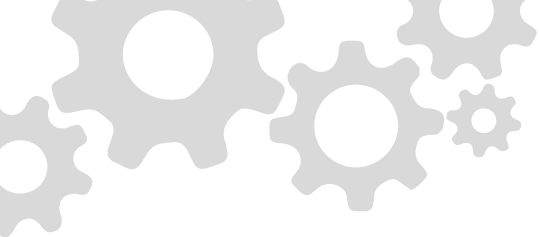
#21512: Error message when installing the intermediate and trial version Offboard Diagnostic Information System Service 7.0.0-0401

- During installation an error message with the content "Installer.DisplayText.MessageBluethootParing" was displayed during setup. The installation could be continued by clicking the "Ok" button. However, the window for entering the host name was not displayed.
- The error has been fixed.

#21529: No possibility to use UNC paths

- It was not possible to enter an absolute path on a network drive for the Global Configuration. The same problem was identified for diagnostic log locations and sessions.
- The error has been fixed.





Application internal resolved defects

The following resolved defects are less relevant for working with the Offboard Diagnostic Information System Service application for the end user. For example, they affect technical processes that take place in the background of the Offboard Diagnostic Information System Service application and are therefore not directly visible to the end user.

Offboard Diagnostic Information System Service 7.2.1

None

Offboard Diagnostic Information System Service 7.0.0

None





Offboard Diagnostic Information System Service 7.0.0

#20808: Spelling Error in start screen of the Application

- There was a spelling error in the start screen of the application Offboard Diagnostic Information System Service.
- The spelling Error has been removed.

#20941: Missing space character when using texts from the Text Library in the display name of diagnostic objects

- A diagnostic object was created from the Offboard Diagnostic Information System Creator P1 environment. Several texts from the text library were used for the display name, separated only by a space. The spaces were not displayed when testing with a test baseline in the Offboard Diagnostic Information System Service application.
- The space has been added so that the display name of the diagnostic object is easily readable again

#21062: Remove of the reference „de.volkswagen.odis.vaudas.artifact.diag.param.os“

- The reference de.volkswagen.odis.vaudas.artifact.diag.param.os should already have been removed in version 6.0.0-05, but was still in the PlugIn folder.
- The reference has now been completely removed.

#21099: VAS 6154A in Volkswagen infrastructure topic brackets " []"

- If no hostname was entered in the installation wizard during the installation, the first line of the "VAS6154-Static-Devices.ini" contained an empty square bracket "[]". If at a later step the correct host names were inserted in the second line of the ".ini" file, the empty brackets were still present in the first line. In this case, in the Volkswagen network, the corresponding VCI was not found by the Offboard Diagnostic Information System Service computer.
- The empty square brackets were removed with the function change CR QC21099.

#21143: Incorrect display of Offboard Diagnostic Information System Service link

- An incorrect link was displayed when installing the Trial version Offboard Diagnostic Information System Service 7.0.0-010. Affected were the desktop icon ,the offboard diaglauncher in the application directory and the icon in the start menu.
- In the current version all icons are displayed correctly.

#21147: Incorrect display of the UFT Launcher icon

- The UFT launcher icon for the Offboard Diagnostic Information Service application was displayed incorrectly. The UFT-Launcher-Icon of the application Offboard Diagnostic Information Engineering was displayed.
- In the current version the icons are displayed correctly.





#21189: Missing manuals in start menu for intermediate and test version 6.0.0-0704

- The Windows Start menu did not contain the manuals of the intermediate and test version 6.0.0-0704.
- The manuals are now displayed in the Windows Start menu.

#21219: No "version info" structure for Offboard Diagnostic Information System Service Build

- When building the Offboard Diagnostic Information System Service application, the Versionfo.exe script was not executed.
- The script can now be started.





Supported vehicles with version 7.0.0 ,7.1.1 and 7.2.1

Approved AUDI vehicles

- All AUDI vehicles are supported.

Approved Volkswagen vehicles

- All Volkswagen vehicles are supported.

Approved Volkswagen Nutzfahrzeuge vehicles

- All Volkswagen Nutzfahrzeuge vehicles are supported.

Approved Seat vehicles

- All Seat vehicles are supported.

Approved Skoda vehicles

- All Skoda vehicles are supported.

Approved Bentley vehicles

- All Bentley vehicles are supported.

Approved Lamborghini vehicles

- The following Lamborghini vehicles are supported:
Gallardo from MY09-MY14 (only immobilizer and radio PIN code), Aventador, Huracán, and Urus.

Approved Bugatti vehicles

- Bugatti Veyron and Bugatti Chiron are supported.

Approved MAN vehicles

- MAN-TGE is supported.

