



Tips and Tricks

GSP/TCT, GSP/TDE, GSP/TDS

Exchanging control units and exchange functions

When exchanging a control unit for another one of the same variant, the code settings from the old unit are completely transferred to the new one. If the exchange control unit is a different variant than the old unit, the coding often may not be transferred 100% to the new one. In this case, the coding that was not automatically transferred has to be entered in the new control unit manually.

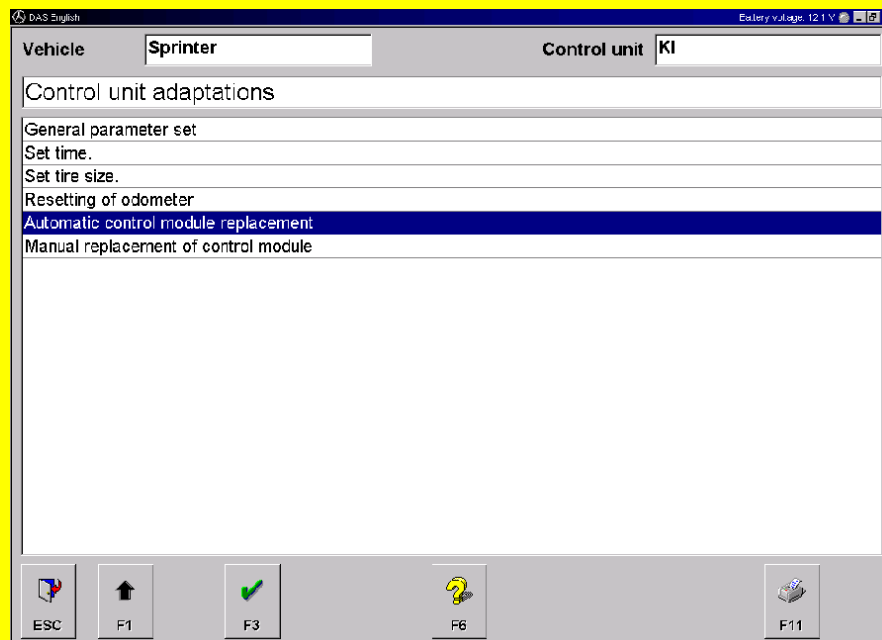
For commercial vehicles, many control units do not have an automatic exchange function. That is, there is no "coding" function for commercial vehicles. For commercial vehicles, this function is called "Parameterisation", but as far as the user is concerned, it has the same function. The user will not notice any difference.

When the code data are transferred to the new control unit, no fault codes or other control unit errors are transferred.

The data in the old control unit can still be read out:

- To use the "**Exchange function**" in the DAS, go to the "**Read out coding and transfer to the new control unit**" menu item.

For commercial vehicles, the comparable function is called '**Automatic control unit exchange**'. It is located in the main menu under the "Control unit adaptation" menu item.



- The "**exchange function**" ("**Automatic control unit exchange**") reliably and completely transfers all code settings (parameter settings) from the old control unit to the new one.
- Even an **incorrect code setting (parameter setting)** will be transferred one-to-one to the new unit. This can be avoided by checking and correcting the coding (**parameters**) as needed before starting to exchange the control units.



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- If there is a major difference in **control unit variants** between the old and the new one, the coding (parameters) will only be partially transferred. In this case, the coding of the new unit will have to be completed manually.
Comment: Identical parameter settings will be automatically transferred first. After this, the new parameters will be displayed one after the other in a pop-up menu until the new control unit has a complete set of parameters.

The data in the old control unit can no longer be read out:

- In this case, to set up a new control unit, select the **"Setting up the control unit"** menu item (for complex setups) or select the **"Read out coding and change if necessary"** menu item.

These two menu items are not available for commercial vehicles. Automatic exchange of control units is not always possible. This means the old parameter settings have to be written down before the control unit is exchanged. After the new unit is installed, go to the main menu and select the "Control unit adaptations" menu item to change the basic settings of the new unit to match the basic settings of the previous one. After this, it may be necessary to carry out one or more teach-in processes for the control unit.

For Sprinter vehicles, some very complex control units (instrument cluster) still have the "Manual control unit exchange" menu item. This figure shows the parameters that must absolutely be set. You can use this menu item to jump directly to these parameters and set them. In a functional sense, there is no difference here from entering parameter settings by means of the standard parameter menus in "Control unit adaptations". This is only intended as a friendly reminder so that the installer does not forget to enter any parameter settings.

Note: For buses, **automatic parameterisation** replaces the functionalities for **exchanging control units** and **changing coding**.