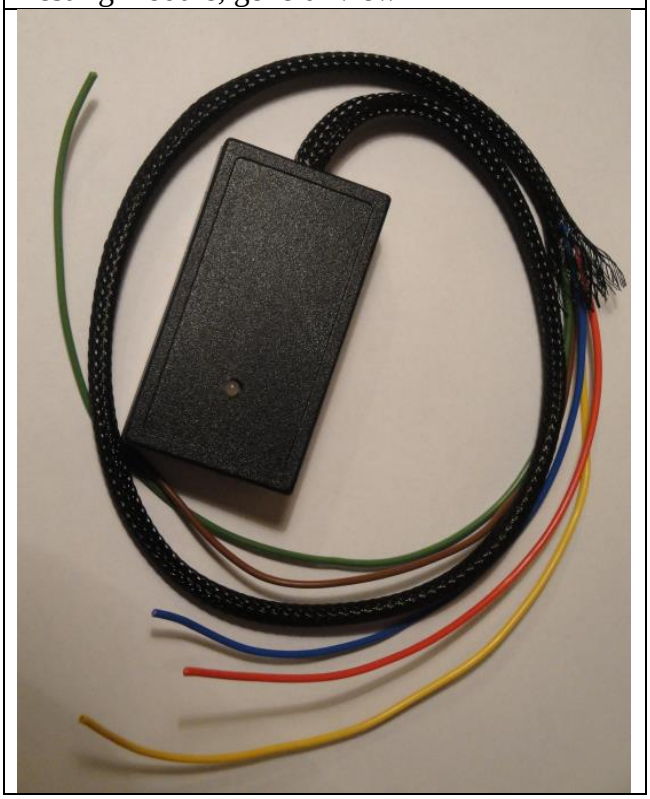
DAF SCR testing module

Brief module description

We design this module to test the DAF SCR system (subsequently SCR) and its components. Using this module, you can test different SCR components, such as the NOX sensor or the SCR ECU itself. It also saves time and space, as you no longer have to store various sensors and ECU's for testing.

PLEASE NOTE! We design this module purely for testing the SCR system. Although prolonged use of this module has no negative effect on your vehicle. Be advised that in some countries law might prohibit the misuse and/or prolonged use of this module. The buyer carries full responsibility for the use of this product.

Testing module, general view



Setting up and using the testing module

Each model has 5 different colour wires, which have to be connected according to this table.

Testing module	Vehicle	Value
Red	Red (not always)	Power supply that is on after switching the ignition on. Voltage is about 20-30V
Brown	White	Ground
Yellow	Yellow	CAN-L (twisted wires)
Blue	Red	CAN-H (twisted wires)
Green	—	Determines the mode of the testing module.

This module can be connected anywhere in the vehicle near the SCR CAN data cables and power supply cables, positive and negatives wires will also be required. These wires can be located in the cabin's fuse box. Top row, green connector.
The NOX sensor ant the SCR ECU has its own specifically codes for each vehicle. The testing module is equipped with a coding function and has to be adapted to every vehicle individually.

Adapting the testing module

These testing modules are equipped with an automatic adaptation function. Although MAXI models have an additional coding device, which is crucial when diagnosing serious malfunctions, such as complete failure of the NOX sensor and/or the SCR ECU.

Carrying out the automatic adaptation

In order to carry out the automatic adaptation you must connect the following wires: red, brown, yellow, blue. You must connect all those wires only then, when the **ignition is off**.

The automatic adaptation function will start when the green wire (which determines the modules function) you will connect to the vehicles positive cable. When you will connect everything according this manual, switch the ignition on. Do not disconnect the NOX sensor and the SCR ECU!
You can watch over the adaptation process using the bi-coloured LED indicator, which is located on the module.

Step 1:

Red indicator light is on for about 2 seconds. This is "handshaking" time to engage various processes in the vehicle and in the module.

Step 2:

Indicator light flashes continuously with 0.2 sec. intervals. NOX sensor and SCR ECU initialization has begun. This lasts for about 3-4 seconds.
If this continues for 10-20 sec, either this indicates a complete failure of the NOX sensor and/or the SCR ECU, or an unforeseen problem occurred. To ensure that no errors occurred while connecting the wires, the connections have to checked or redone. If the outcome is the same then you should contact a consultant.

Step 3:

The indicator light flashes green continuously with 0.2 sec intervals. This indicates a successful NOX sensor and SCR ECU initialization. Data transfer will start it lasts up to 30 sec.
If it last longer than 1-2 minutes, either this means a complete failure of the NOX sensor and/or the SCR ECU, or an unforeseen problem occurred. To ensure that no errors occurred while connecting the wires, the connections have to checked or redone. If the outcome is the same then you should contact a consultant.

Step 4:

A green LED light indicates a successful coding procedure. Switch the ignition off, disconnect the green wire form the positive wire, and connect it to the negative. This means that you switch the module from adaptation mode to working mode.
NOTE! Never leave the green wire disconnected. The device will still work, but due to some circumstances, it might become unstable. You must connect the green wire at all times either to the positive or to the negative wire, depending on the selected mode. During the adaptation – to the positive cable, during normal working mode – to the negative cable.

Step 5:

When you will connect the green wire to the negative cable, the device automatically will switch into normal working mode. The device indicates working mode by the LED light, which flashes green every second. Green light indicates that the module has been successfully coded and in working mode. If the LED flashes red light with 1 sec. intervals this indicates that the coding

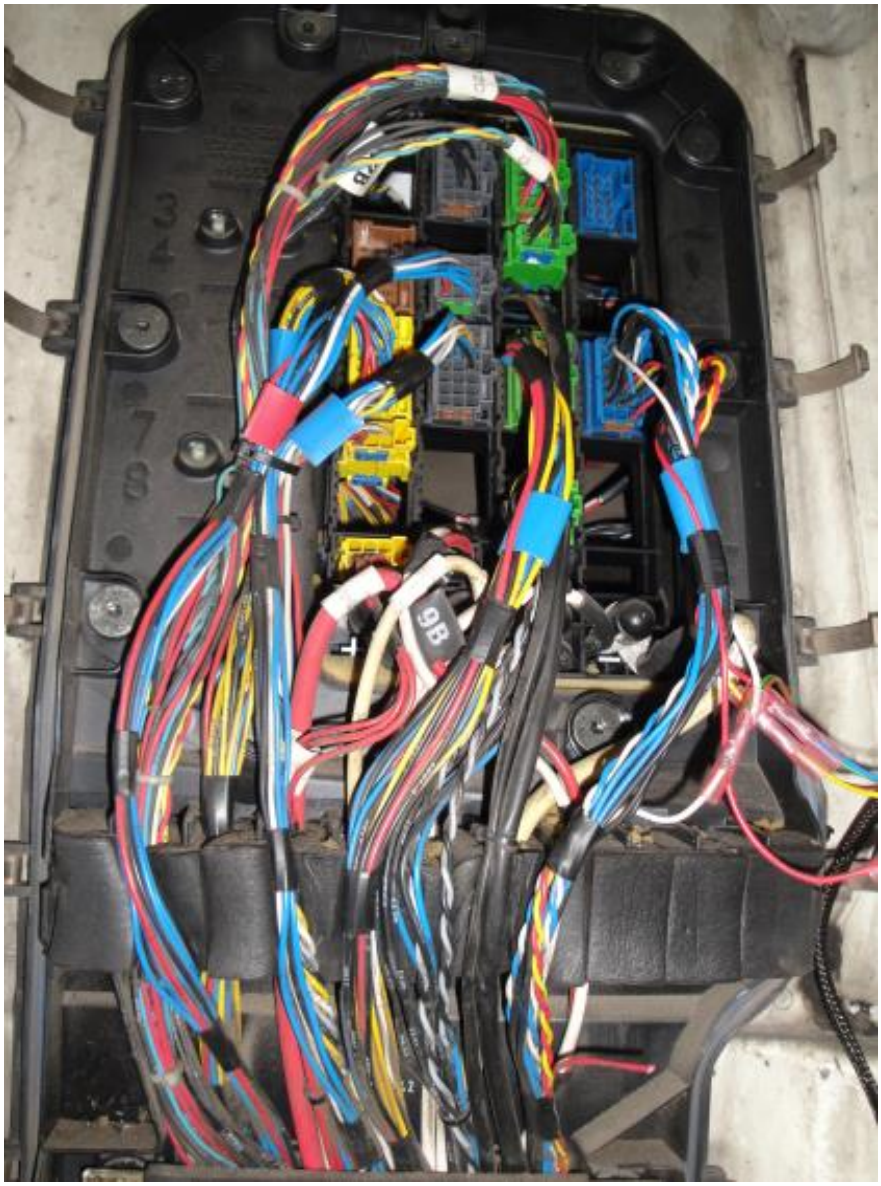
was, either not successful or not carried out at all. This means that you must repeat everything from step 1.

Step 6:

Now you can carry out maintenance work and various tests; the initialization of the testing module is complete. You can also disconnect the NOX sensor and/or the SCR ECU by simply disconnecting fuses no.6 and no. 357 from the fuse block.

Note: do not leave the testing module and the original components connected for a long time.

Flashing interval	Colour	Description	Result
Constantly on	Red	Lights up for <2 sec. after switching the ignition on. Various processes engaged.	Normal function.
Flashes for 0,2 sec	Red	Testing module and vehicle's initialization processes is on before the adaptation.	<10 sec. normal; >30 sec. repeat everything from step 1
Flashes for 0,2 sec	Green	Data transfer is in progress	<30 sec. normal >2 min repeat everything from step 1
Constantly on	Green	Adaptation complete	Disconnect the green wire from the positive lead and connect it to the negative lead.
Flashes for 1 sec	Red	Device is in working mode. Adaptation process not carried out or carried out not fully.	Repeat everything from step 1
Flashes for 1 sec	Green	Device in working mode, adaptation complete	Normal process
Flashes for 0,2 sec	Red/green	No communication with CAN	Check connections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Setup no.1	Setup no.2