Introduction

To limit this list of adjustable parameters, only parameters considered to be of use to bodybuilders are described. For full details of the current parameters for a specific vehicle, contact an authorised Scania workshop. The parameters are stored in the vehicle's various control units, and can be adjusted using SDP3 (Scania Diagnos & Programmer 3) and SDP3 for bodybuilders.

This document is a comprehensive list. Which of these parameters and settings are available in a specific vehicle depends on how the vehicle is equipped and the vehicle specification.

Apart from the adjustable parameters, there are also parameters which describe the vehicle's physical specification in a SOPS file (Scania On-board Product Specification). This type of parameter may need to be updated when a conversion is carried out.

Further information about SOPS is contained in the document Reprogramming control units under General information.
SDP3 for bodybuilders

SDP3 for bodybuilders enables bodybuilders to check and adapt the parameters described in this document.

SDP3 for bodybuilders is a limited version of SDP3, which is used by Scania workshops. The tool is limited to only deal with parameters for bodybuilders.

System designations

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Description of adjustable parameters

Each parameter is identified through its parameter designation in the heading. Each parameter designation is concluded with the system to which the parameter is allocated, indicated in brackets.
Adjustable parameters – Signalling and visibility systems

Signalling

Horn (BWS)

This is where you can set the conditions under which remote activation of the horn should be permitted. You have the following options.

• Dependent - Remote activation of the horn is only possible when the vehicle is stationary.
• Independent - Remote activation of the horn is possible independently of the vehicle speed.
• Without - The function cannot be activated.

Basic setting: Dependent

Activation signal for horn (BWS)

This is where you can set the type of signal which is sent when remote activation of the horn is requested.

• Active low - A signal that is active when digitally low.
• External CAN - A CAN signal coming from the external bodywork CAN bus.

Basic setting: Active low
Remote activation of flashing of main beam and spotlights (BWS)

This is where you can set the conditions under which remote activation of the main beam flasher should be permitted and whether it should be speed dependent. You have the following options:

- Dependent - Remote activation of the main beam flasher is only possible when the vehicle is stationary.
- Independent - Remote activation of the main beam flasher is possible independently of the vehicle speed.
- Without - The function cannot be activated.
- With spotlights - Both main beam and spotlights flash at the same time.
- Alternating main beam - Right and left main beams flash alternately.
- Alternating spotlights - Both main beam and spotlights flash alternately with the right- or left-hand lamp.

Basic setting: Dependent

**Explanation:** If you select With spotlights, Alternating main beam and Alternating spotlights, remote activation is independent of the vehicle speed.
Flash frequency during alternating flashing of main beam and spotlights (BWS)

This is where you can indicate the frequency at which the main beam and spotlights should flash alternately.

- 0.50 Hz.
- 0.83 Hz.
- 1 Hz.
- 1.25 Hz.
- 1.67 Hz.
- 2.50 Hz.

Basic setting: 1 Hz

Selection of signal input for activation signal for headlamps (BWS)

This is where you can set the type of signal input which should be used when remote activation of the headlamps is requested.

- Active low - A signal that is active when digitally low.
- External CAN - The signal comes from the external CAN bus in the bodywork.

Basic setting: Active low
Hazard warning signal (BWS)

This is where you can set when remote activation of the hazard warning signals should be possible. You have the following options.

- **No check** - This option means that no check is carried out to determine whether the switch enabling remote control (EXT) is switched on or whether the signals have been activated in the correct order.
- **None** - This option means that no check is carried out to determine whether the signals have been activated in the correct order, but a check is carried out to determine whether the switch enabling remote control (EXT) is switched on.
- **Dependent** - Remote activation of the hazard warning signals is only possible when the vehicle is stationary. No other check is carried out.
- **Independent** - Remote activation of the hazard warning signals is possible independently of the vehicle speed. No other check is carried out.
- **Without** - The function cannot be activated.

Basic setting: Dependent
Activation signal for hazard warning signal (BWS)

This is where you can set the type of signal which is sent when remote activation of the hazard warning signal is requested.

- Active low - A signal that is active when digitally low.
- External CAN - A CAN signal coming from the external bodywork CAN bus.

Basic setting: Active low
Lighting

Daytime running lights

Daytime running light settings (VIS)
This is where you can set which lamps are to be used as daytime running lights. If the vehicle is equipped with foglights or LED, these can also be selected.

- Without: No daytime running lights
- With dipped beam: Dipped beam used as daytime running lights.
- With dipped beam or foglights: Dipped beam or foglights and position lights as daytime running lights.
- LED with position light Option 1 (see illustration)
- LED without position light Option 1 (see illustration)
- LED with position light Option 2 (see illustration)
- LED without position light Option 2 (see illustration)

Basic setting: According to vehicle specification.

**Explanation:** The number of possible options depends on the lights fitted on the vehicle according to the vehicle specification.
Adjustable parameters – Signalling and visibility systems

Lighting

Work lights

Work lights together with reversing lamps (VIS)

This parameter is used to set work lights to be used together with reversing lamps.

- Option 1 - Normal operation of work lights and reversing lamps.
- Alternative 2: The work lights are also lit when reverse gear is engaged. The function is activated and deactivated by keeping the work light switch S58 depressed for 3 seconds.

Basic setting: Option 1.

Explanation: On vehicles manufactured from January to August 2006 with CUV part no. 1 743 430 the reversing lamp also lights when the work lights are lit. On vehicles manufactured from 24 August 2006 onwards with CUV part no. 1 769 683 the reversing lamps and work lights are lit at the same time if the activation signal comes from the reverse gear. If the activation signal comes from one of the work light switches, only the work lights are lit. When this function is activated, the work light switch indicator lamp flashes.

Switching off work lights at a certain speed (VIS)

The work lights can be set via this parameter so that they go out automatically when the vehicle exceeds a certain speed. The setting can be adjusted to be independent of speed or to be between 5 and 40 km/h.

- Without - The work lights are not switched off.
- 5–40 km/h in increments of 5 km/h.

Basic setting: 20 km/h

Front lighting

Spotlight control (VIS)

This parameter can be used to set how the spotlights should be switched on.
• Option 1 - Either the spotlights in the sun visor or bumper should be switched on, but never both at the same time.
• Option 2 - The spotlights in both the sun visor and bumper are switched on.

Basic setting: Option 1.

High-mounted headlamps (VIS)
This parameter can be used to select whether the high-mounted headlamps for main and dipped beam should come on separately or together. The adjustment is only possible if the vehicle is factory fitted with the parameter for the option high-mounted headlamps. If the vehicle is retrofitted with high-mounted headlamps, a factory-supported conversion is required in order to activate this parameter.

• Option 1 - Main and dipped beam separately.
• Option 2 - Main and dipped beam in parallel.

Basic setting: Option 1 if vehicle is fitted with H4, option 2 if vehicle is fitted with Xenon.
**Number of front direction indicators (VIS)**

This parameter can be used to change the number of front direction indicators. If the vehicle has been converted and the number of front direction indicators has been altered, you should adjust this using this parameter.

The parameter ensures that checking of the direction indicators in the instrument cluster will work. When one of the direction indicator bulbs fails, this is indicated when the direction indicator lamp in the instrument cluster goes out.

- 1 direction indicator per side (buses only)
- 2 direction indicators per side
- 3 direction indicators per side

**Follow-me-home light**

**Follow-me-home lights (VIS)**

This parameter can be used to select follow-me-home lights from the parked vehicle.

- Without
- With

Basic setting: With
Windscreen wipers

Windscreen wipers (BWS)
Indicates whether remote activation of the windscreen wipers should be possible and if so at what speed.

- Without - Means that remote activation of the windscreen wipers is not possible.
- Low speed - The windscreen wipers wipe at slow speed during remote activation.
- High speed - The windscreen wipers wipe at high speed during remote activation.

Basic setting: Without

Selection of signal input for activation of windscreen wipers (BWS)
This is where you can set the type of signal which should be sent to the bodywork control unit when the windscreen wipers are activated.

- Active low - A signal that is active when digitally low.
- External CAN - The signal comes from the external CAN bus in the bodywork.

Basic setting: Active low