

Premium Tech Tool: Frequently Asked Questions and News

Letter Version 1.48 (Released June, 2017)



Notes:

- Updates and changes are indicated with the Change Bar on the left side of the text.
- To quickly find something, use the “Ctrl+F” and then search using a keyword.

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Premium Tech Tool News

Release Schedule; Improvement Areas

- 2.5.85-Scheduled to be released June 14th, 2017
 - The Graphs have been updated in several operations.



- Updates to the text in the Injector calibration operation 2371-07-03-01.
- Correction to the fuel consumption data values for PTO and Idle.
- Corrections to the Preheat test 3330-08-03-01 for engine coolant and oil temperature and intake manifold temperature.
- Improvements to the Suspension level sensor calibration 7281-07-03-01.
- Corrected an empty error message in Injector calibration 2371-07-03-01.
- Correction to the tank pressure pre-condition for the suspension level sensor calibration 7281-07-03-01.
- Updated the AHI nozzle flow test set points for the EATS diagnostics.
- Improvements to the error handling for the VGT function test 2551-08-03-02
- Improvements to the SCR system test 2589-08-03-05
- Updated illustration for the EATS diagnostics 2584-08-03-02
- Correction to the coolant level sensor resistance test range (select models)
- Improvement to allow the gearbox calibration when removed from the vehicle.
- 2.5.80-Scheduled to be released June 14th, 2017
 - The Vocom driver updates can be installed through the client update, independently from the Tech Tool releases.
 - Improved stability and speed when submitting concern reports.
 - Corrected an issue where a failed ECU programming could be indicated as successful.
 - Corrected an issue where a control unit can become locked when a network connection is lost.
- 2.5.75-Released April 26th, 2017
 - Aftertreatment Hydrocarbon Doser and fuel flow test has been replaced by the AHD “air flow test”. This provides a more accurate test of the doser.
 - Correction to the electrically controlled engine cooling fan test pre-conditions.
 - Correction to the Cylinder balancing test pre-conditions.
 - Correction to the programming stored software function for multiple ECU’s.
 - Data Link diagnostics now support the Export vehicles and vehicles equipped with the Cummins engine.
 - Data Link diagnostics are now applicable to Mack cab over models 2017 and forward
- 2.5.70-Released April 5th, 2017
 - New End User License Agreement (EULA)
 - Improved parameter programming for Version 3 and VMAC IV+ vehicles.
 - Now possible to search and update parameter values without waiting for the complete readout to be finished.
 - Improvements made to the information regarding possible mismatch scenarios.
 - Cautions added to inform about issues connected to creating and editing a parameter template without connection to a vehicle.
 - Corrected an issue where the parameters that should not be replicated using templates (vehicle specific) would be available when creating templates.
 - Corrected an issue where a change to a parameter would be applied to a different parameter.
 - Corrected an issue where parameters would not load if the vehicle had two ECU’s with the same name/ID.
 - Corrected an issue where it was not able to read PID when DTC is active.



- New Vocom driver to correct an issue with WIN 10 and USB 3.0, where the Vocom was not detected when using the USB 3.0 port.
- 2.5.65-Released-Mid February 2017
 - Corrections to the text and added new data to the ECS system status, test
 - Added value for distance at top gear, for the Fuel consumption data, test
 - Improvements for Diagnostic fault tracing
- 2.5.60-Released-February 2017
 - Corrected an issue with campaign programming a node that is not part of the kit
 - Corrected an issue where Tech Tool would uninstall while trying to perform an installation.
 - Corrected an issue to help recover from a failed operation routine.
 - Improved DTC clearing for codes from the J1939 (DL1) data line.
 - Note that a USB flash drive is required to update the SEM. (Services and Entertainment Module)
- 2.5.55-Released-February 2017
 - Updated the images in the “flywheel and camshaft signal, test”
 - Updated the images in the “ Gear Activation, control housing”
 - Increased support for non-Volvo/Mack control units. (Telematics, LDWS, Fusion)
 - Electrical coolant pump test- on some of the OBD2017 vehicles
- 2.5.46-Released December 2016
 - Important application updates for using a Digi-Pass
- 2.5.45-Released-November 2016
 - Diagnostic fault tracing updates for several DTCs
 - New DTCs for the OBD2017 vehicles
 - Added link to the CBR system under the Diagnose tab. (Dealers only)
 - 4000-08-03-11 Gear Activation Corrected an issue so the graphs (ball on strings) will now display values correctly in preferred units. (Inches or metric).
 - 4111-08-03-06 PWM Valves Clutch Activation, Test Corrected an issue with activation not working when transmission was out of the vehicle.
 - 4311-08-03-02 Inputs signals for gear selection, Corrected an issue where the current gear and selected gear did not work in the graph.
- 2.5.40-Released
 - Added a caution for Vocom firmware update, to make sure that the Vocom is not connected to the vehicle during the update process.
 - Improved the handling of an ECU “lock” status to avoid the situation where the ECU remains locked but the software would not download due to a failure during the ordering process.
 - Corrected an issue with accessing test and or calibrations after performing a software update on a control unit. (error code 10007)
 - Corrected an issue where Tech Tool would crash intermittently when refreshing or clearing DTCs.
 - Corrected an issue where a check box was missing in Accessory Kit.
 - Corrected an issue in the Product Session Log where the J1939 DTCs appear with a faulty status. Now it will be Active or Inactive.



- Corrected an issue where the J1939 DTCs appeared with the wrong ECU terminology. (MID 0 instead of SA 0)
- Corrected an issue where the VCP application for updating the Bendix ECU parameters would not work on all ECUs. Note that this issue may still exist if you are using the Dearborn 5 interface.
- Corrected an issue with clearing all DTCs on OBD2013 and newer vehicles with J1939 that has the same ID number as a J1587 MID.
- 2.5.35 Released. Oct 26th, 2016
 - Diagnostic fault tracing updates for several DTCs
 - Updates for Data link fault tracing for vehicles with Cummins engine
 - Application updates
- 2.5.30 Released. Oct 5th, 2016
 - Corrected an issue that could cause TT to crash when updating the Vocom firmware with thru the USB with WLAN setup.
 - Corrected an issue where the physical ECU removal and addition was not requested when applying a stored accessory kit.
 - Corrected an issue that could cause TT to crash after running MID 128 Programming
 - Corrected an issue where it was not possible to calibrate an AMT-F with crawler gears after updating the TECU software.
 - Corrected an issue that could cause the test tab to be empty after running 1700-08-03-06 “Sensor and parameter values, monitoring”
 - Corrected an issue where the graph would not display properly in the 4320-08-03-04 “Gears Test”
- 2.5.25 Network update is now available.
 - Support for the I-See functionality-certain OBD2017 vehicles only
 - Programming text updates
 - Programming for MID 233 corrections
 - Diagnostic fault tracing updates
 - Diagnostic application corrections-related to application lockup
- 2.5.23 Network update is now available
 - Parameter programming; corrected bug for parameter AI
 - Advanced setting for RP1210 adapter corrections
 - Corrected an issue where the send report function may fail on some clients
 - Improved stability for software downloads related to error code 1000
- 2.5.20 Deployment is now available.
 - Non-Admin users will be able perform network updates with the Client Update.
 - Administrator access is still required to install the Tech Tool Software.
 - Improvements for Tech Tool compatibility with the latest Windows updates.
 - There will be a WIN 10 registry repair tool included. (please see installation instructions)
 - Improvements to the Product Identification page:
 - Status bar will now show if the user is connected to Central Systems.
 - Status bar shows the progress on Product Identification
 - Status bar will now show the work order number.
 - Improved user feedback during the identification process.
 - Support for the 2017 emissions vehicles.
 - Improvements to the Tech Tool help files.



- Updated to allow software downloads up to 2GB
 - Improvements to the “Parameter Programming” operation for Version 3 vehicles
 - Corrected an issue where “Parameter and Sensor Values, Monitoring” operation would not replay.
 - Corrected an issue where the clear DTC function did not work correctly. For example it would have taken multiple attempts to clear DTC’s.
 - Added support to allow removal of ECUs through the accessory kit operation.
 - Improvements made to the RP1210 adapter performance in Tech Tool. Newer version of the device configuration files
 - Bug correction to the Oscilloscope functions. New version 1.33.2
 - Support for latest Noregon drivers v4.0.5868.2.
 - Updates for the Vocom firmware and WLAN function.
 - Improvements to EATS regen function to support newer vehicles.
 - Common High Fuel pressure operation
- 2.04.86 Network update is now available
 - Bug fix for regen operation related to fuel type for NA vehicles
 - 2.04.85 Network update is now available
 - Diagnostic content updates
 - EATS operation improvements
 - Support for the 2017 emissions vehicles.
 - New feature to scan and update the injector trim codes
 - 2.04.75 Network updates have been released and are now available for download.
 - Correction of an issue that caused an error when trying to update Tech Tool.
 - Correction to the operation “Steering angle sensor, calibration”, where information was missing.
 - Correction to the operation “Exhaust Aftertreatment Diagnostics”, where information was missing in the operation.
 - Correction an issue where unsupported operations were shown in the menu.
 - Corrections made for Cummins powered vehicles operation list.
 - 2.04.66 Network updates have been released and are now available for download.
 - Improvement in programming empty ECU’s
 - Corrected a parameter programming issue when a vendor engine is used
 - Corrected an issue when attempting to program two ECU’s in a row
 - 2.04.65 Network updates have been released and are now available for download.
 - The Replay function has been temporarily disabled for all operations except:
 - Sensor and values monitoring
 - Input signals for gear selection test
 - Updated diagnostic content
 - 2.04.60-.62 Network updates have been released and are now available for download.
 - Improvements to Parameter programming operation
 - Added template parameter programming feature
 - Improvements made to the parameter view and change menu
 - Improvements made to the parameter “details” window
 - Parameter search feature
 - Changed parameter details are saved to the Product History
 - Printout improvements for Product History
 - Expand/Collapse button added to the Test, Calibrate, Program tabs



- Improvements when using an RP1210 communication adapter
- Corrected issue to allow programming an ECU with no Chassis ID
- Corrected an issue where Tech Tool could be uninstalled after a forced reboot
- New Vocom software with windows 10 support
- 2.04.55 Network updates have been released and are now available for download.
 - Correction to the brake contact test.
 - Diagnostic Strategy improvements. Design changes to help the technician better identify the cause of the fault.
 - Improved Error Handling of the Network Updates.
 - The Diagnose tab with the DTC viewer is now enabled for Body Builder users.
 - Operation 2000-08-03-05 'Fuel consumption data' is now available for Mack models. VMAC IV+ and newer only.
 - Updates to the adapter matrix are available on the <http://www.premiumtechtool.com/technical-support/>
- 2.04.50 Network updates have been released and are now available for download.
 - Update the end user License agreement
 - Corrected an issue in the Product History for displaying the US2010 ECM DTC information correctly.
 - Improvements to the Product History Data and the PH printouts.
 - Parameter name is now displayed in PH.
 - User and PC information are now displayed in session details in PH.
 - Increased size of the Pop-up window in the Control unit information
 - Several improvements made to the Parameter programming operation
 - Corrected issue where parameters were not being shown if they belonged to more than one ECU.
 - Corrected issue where complex parameters with inconsistency were not showing the values correctly.
 - Corrected issue where the operation was not handling offline programming for commercial part numbers correctly.
 - Correction for ECU programming failures for “unspecified error”
 - Correction for parameter caption translations for operations.
 - Corrected issue for upgrading from TT 1.12 to TT 2.04 VCADS Pro jobcard migration.
 - Several improvements made for the “Exhaust Aftertreatment Diagnostics” operation.
 - Correction for reading percentages reverting back to zero after energizing each device and then selecting the Stop button.
 - Correction DCV status percentages on small and large dosing tests.
 - Corrections for the SOV and DCV staying at 0% during the active diagnostics test.
 - Correction for the “Electrically Controlled engine cooling fan, test”.
 - Correction for an issue with the wireless settings for the Noregon adapter.
 - Support for the new Nexiq USB-2 adapter and driver
 - Support for Nexiq USB Link 9.5 drivers
 - Support for Noregon v3.3.5451.1 drivers
 - Support for Dearborn DPA5 v1.37 drivers
- 2.04.45 Network update is now available for download.
 - Outstanding Campaigns per Vehicle are now displayed on the front page in Tech



- Tool (TT2).
- All of the OBD2013 and later exhaust after treatment regeneration operations has been moved into 2589-08-03-02 Exhaust Aftertreatment System, Service Regeneration. Both SCR and DPF regens are still available.
- Additions made to the existing symptom “Unable to Enter Top Gear” There will be more information for the technician to better diagnose.
- Updates have been made to the operation 7281-07-03-01 Level sensor, calibration. Improvements to the operation, to better calibrate the level sensor.
- An operation error was fixed in 3810-08-03-02 Gauge checks, instrument cluster. Fix for a “lock-up”.
- Corrections for the operation NOx Conversion. Better run-time, reduced lockups.
- Minor updates, have been made in 3341-08-03-01 Ignition switch, test
- Fuel consumption data 2000-08-03-05 is now available for additional models. Data is read directly from the ECM.
- 2.04.40 Network update is now available for download.
 - Several improvements to the Tech Tool application. Reduce restart times.
 - Added expand/collapse button in the tabs Test and Calibrate.
 - Added search function in the Diagnose tab, to be able to search for symptoms.
 - It is now possible to switch between full and half screen display for graphs without restarting the graph.
 - When sending a concern report, a screenshot of your entire desktop will be taken and sent to the Volvo back office support desk.
- 2.04.35 is available through a Network Update. After the 2.04 DVD has been installed.
 - Logged Product Data (LPD) will now be called Logged Vehicle Data (LVD)
 - Speed and stability issues
 - Improvements to the User Feedback
 - The NOx conversion test is improved and with the current ECM and ACM software will now be performing a NOx sensor offset evaluation.
- Tech Tool 2.04.32 DVD has been completed and sent to the Dealer network. Please update to 2.04.35 with a Network update. Customers with an active subscription have been shipped the 2.04.32 DVD.
 - .32 will include improvements for the Product History.
 - Install the DVD and the older version of Tech Tool will be replaced with 2.04
 - Enhanced system recovery (helps prevent restarting windows, after system crash)
 - Improvements to the Product Session Log
 - Improvements to the parameters operation
 - Improvements to the NOx conversion operation (Updated ECM software required)
 - Product History icons show if an operation has Passed or Failed
 - Updated font colors in some Tech Tool users for improved visibility
 - New build reduces the number of network updates at initial installation
 - Several enhancements and improvements in the Tech Tool Application

Tech Tool contact information

- Contact the IT support desk for PC and software related issues, please contact 877-978-6586.



- Dealers should contact the dealer tech support helpdesk for vehicle support at 800-888-2039, must provide a dealer code.
- Fleets should contact fleet service for vehicle related issues at 800-628-6586 for truck support and truck related issues.

General Information

- The new and improved www.premiumtechtool.com is now available. Take a few minutes to check out the new site and watch the videos.
- Please note that Tech Tool works offline. You don't have to connect to Central Systems unless you need to program an ECU. Initial connection and synchronization is required, after installation. You must connect and update at least every 90 days.
- Programming an ECU will require a connection to Central Systems.
- A Password requires that you have at least 8 characters
- For UD vehicles built prior to 2011 you must continue to use PC Consult
- We have **updated** How-to videos on Trucks Dealer Portal for some key functions.
- Also found at: www.premiumtechtool.com
- Also found at: www.macktrucks.com
- Also found at: www.volvotrucks.com
- For WIN 8 support with Tech Tool, contact the help desk.
- 877-978-6586 or e-mail to: dlrcomm@volvo.com
- The Help Desk does not support Tech Tool installations on Tablets, best effort support only.
- **The Vocom (88890300) warranty has been extended to two years.** Please consult your warranty administrator for details.
- **Premium Tech Tool version 2.03 has expired October 19th, 2016**
- **Premium Tech Tool version 2.04 must be updated by January, 2017 to maintain**
There will be a required update for Tech Tool 2.04. TT 2.04.87 is scheduled to be released October 12th, 2016. This required update will allow users to continue to use TT version 2.04.87

Known Issues-Support Tool and Vocom

- Vocom may "lockup" when updating the device. To fix this, disconnect the Vocom and wait 2 minutes. Then connect to the PC only and update the Vocom.
- USB cable for the Vocom (88890305) may experience a break in the circuit when bent, at the Vocom side. If the USB light on the Vocom is not working (flashing is OK) gently flex the cable at the Vocom end to check for internal breaks.
- Warranty for the 88890300 is 2 years from date of purchase.
 - Cables are warrantied 1 year.
- When performing a Service Regeneration and you get Routine error code 38. This is a failure with the ECM routine. The fix is to update the ECM and ACM software. Note that only 1 regen should be performed.



Installation/performance tips

- Ensure that all Critical Windows updates are installed before TT is installed.
- User Account Control Settings should be set to the lowest setting. (Never Notify)
- Note that with TT 2.03 and newer, TT is Java independent. Tech Tool uses its own version of Java. The PC can run more than one version of Java, if necessary.
 - Java Security settings must be to the lowest possible setting
- For better PC performance, perform a disk clean up and defragmentation once a week.
 - Note defragmentation is not required for a Solid State Hard Drive.
- If you are getting a Blue Screen while using Tech Tool, check the available free space on the C drive. If you are more than 95%, clean up some free space. Restart the PC.

Improved Support for Tech Tool

- Personnel have been added to better support Tech Tool; the Help desk wait time has been reduced!
- Password reset wait time is reduced! Press option # 1 at the help desk number.
 - 877-978-6586 or e-mail to: dlrcomm@volvo.com

Premium Tech Tool 2 Frequently Asked Questions

How can I manually reset the soot level?

The DPF soot level is based on several different inputs and this data is calculated by the ECM. When the DPF filter is replaced or reinstalled after having been cleaned the soot ratio value must be reset. This reset is needed to indicate to the ECM that the filter has been serviced. Note that the soot level should never be reset unless the filter has been serviced or replaced. Resetting the soot level, without servicing the filter may result in the regeneration cycle being disrupted and can lead to the filter becoming prematurely overloaded and or damaged. The reset function is found in the “Exhaust Aftertreatment Diagnostics” test.

When do I need to manually run “Update product Information”?

The update product information is designed to run automatically. If you are having connection issues with a newer vehicle, or after software update you may need to manually run the UPI function. On some occasions you may be requested to run the UPI after changes/updates are made to the database.

When I attempt to read parameters, why do I get an error code “PAR90025”?

This is related to the Bendix Fusion system. Tech Tool is attempting to read parameters from the Safety Direct Processor, for the Lane departure warning system. If you pull the fuses for the SDP and then go back to parameter programming, you should be able read parameters.

Why do we offer ECU programming options to customers?

We are required to provide access to program certain emissions related ECU's under the Service Information Requirement law, step 2013. Both the EPA and CARB require



this. The following EPA software reprogramming requirement is described on page 8418 EPA OBD & SIR: 40 CFR Part 86.010-38

Are Windows updates needed for Premium Tech Tool?

All PC's that are running Premium Tech Tool should have the latest Windows updates installed. There are several Windows updates that are required to allow Tech Tool to work correctly.

What are the ECU's that are labeled SA 11, SA 209 and SA 232?

These are all part of the Bendix Fusion system. www.bendix.com
SA 11 is for Source Address 11 for the Bendix 8 ECU. This is now on the DL 1.
SA 209 is the Safety direct ECU. SA 232 is the Lane Departure Warning System.
You will need to use Bendix ACom to work with this system.

Why is the MIL (Malfunction Indicator Lamp) on but there are no active DTC's?

On the OBD (On Board Diagnostics) DTC's (Diagnostic Trouble Codes) you must check the sub status.

If a DTC is inactive, but also pending and or Confirmed this can activate the MIL.
The MIL turning ON and OFF strategies are designed by the California Air Resources Board Regulations.

The MIL is lit when the fault at least became active in 2 consecutive drive cycles (in general). (Confirmed DTC will be TRUE when MIL is lit)

MIL can only be healed after 3 consecutive drive cycles of fault free evaluations.

Hence drive cycles 1, 2, 3, 4 and 5 can have MIL ON with in-active fault.

Example, if a particular fault code only happens when engine is running high speed, high load and is required to light MIL. 2 Drive cycles with back to back high speed and high load causes the MIL to be LIT.

If vehicle keeps driving at least once for every 3 drive cycles high speed, high load MIL will be ON all the time and vehicle would show inactive DTC. (Low speed/low load).

Two things that can help with MIL ON diagnostics:

1. Always look for confirmed DTC to figure out which fault may have caused MIL at this point.
2. Notice freeze frame for the fault to understand what the conditions are during first fault event.

I have two similar trucks and with one truck I can change some parameters like interior lighting. On the other truck I cannot, why is this?

This is most likely related to the vintage of the vehicles that you are working on. For OBD2013 and newer vehicles Tech Tool is using a new type operation for parameter programming. This newer operation has fewer system dependencies when programming some parameters. For vehicles built prior to OBD2013 Tech Tool must connect to central systems as more parameters are stored in VDA. Fleet users cannot change most of these parameters.



When I use the operation “Sensor and parameter values, monitoring”, what are the two different view options?

The control unit view shows the parameters grouped from each control unit. The function view shows the parameters grouped by Function. These parameters may be stored in different control units.

How do I perform a search on the FAQ document?

Select the “Ctrl+F” keys and then type in a keyword.

How do I print and save the current parameter values?

In order to print the parameter values, go to the Tech Tool menu in the top left of the screen and choose the “Print” option.

What is the Sulfur regen and when should I run it?

- There are 3 different types of regens for the OBD2017 vehicles. The sulfur regen has been added to help remove any sulfur that may have accumulated on the surface of the SCR catalyst.

What are the new or changed operations for the OBD2017 vehicles?

- Injector Calibration operation – 2371-07-03-01
- Fuel pressure test for the high pressure system - 2373-08-03-02
- EATS regen modifications – 2589-08-03-02

When will we have parameter template programming available for OBD2013 and newer vehicles?

- Parameter template programming is available with PTT 2.04.61 and newer.

Does Tech Tool version 2.5.25 support OBD 2017 vehicles?

- There will be new and changed operations and diagnostics to support the new vehicles. These updates will be included with Tech Tool 2.5 which is being released in August 2017. PTT 2.04 has limited support for OBD 2017 vehicles and should be updated to PTT 2.5 as soon as possible.

I have noticed when I add an accessory kit, sometimes Tech Tool will also program the ECU automatically, but sometimes I must program the ECU manually. Why is this?

There are three different ways that Tech Tool handles the Accessory kits:

- For the earlier ECU’s that are programmed on the J1587 data link (DL4), you apply the Acc. Kit with Tech Tool and this updates Vehicle Data Administration, then you must reprogram the ECU.
- For the newer style ECU’s that are programmed on the ISO data link (DL2), you apply the Acc. Kit with Tech Tool and this will update Vehicle Data Administration and then program the ECU. So there is no need to program these ECU’s as a separate step after applying the Acc. Kit.
- Third, less common option: If an accessory kit involves early and newer ECUs, the newer ECU(s) will be programmed in the Accessory Kit operation, but the earlier ECUs will need to be reprogrammed after the accessory kit as a separate step.



When will PTT fully support older Mack legacy vehicles?

Premium Tech Tool 2 supports the Mack Legacy vehicles (VMAC I, II and III) for all functions. To reprogram an ECU you must use download the Mack Dealer Programming, which works as a plugin to Tech Tool. https://www.trucksdealerportal.com/tdp/mack-us/en-mu/service/tech_support/legacy_information/software_zone/Pages/software_zone.aspx

Note that only authorized Mack service centers can program VMAC I, II, III ECU's

What are the definitions for the control unit data?

Product Data shows the connection to that ECU on the vehicle

Central Data shows that Tech Tool is reading the data Central Systems

Hardware shows if the control unit P/N is the same as in Central Systems

Software shows if the control unit SW matches what is in VDA

What is the purpose of the synchronization box on the login screen?

The manual synchronization helps to improve the login time and connection speed.

You only need to check the box when requested to by the help desk or when prompted to.

How often does the Premium Tech Tool login password expire?

The Premium Tech Tool password expires every 180 days.

What is the best way to export the PHL for Tech Support to use?

Click the Product History tab, then Export. You can then save to your PC and then attach to the E-Service case, or email directly to the requestor.

How can I locate engine hours?

The Engine hours can be located in Product History session details.

How can I manually select DTC's?

After manually entering the vehicle information, go to the Diagnose Tab, go to step 2 and on the left side of the screen, and click the "edit list". Now you can manually search for DTC's.

What is the best way to export the PHL for tech support to use?

Click the History tab and then Export. You can then save to your PC and then attach to the E-Service case, or email directly to the requestor.

I'm having trouble using TT on a vehicle with a Cummins engine.

For New (first time) connection only. To ID the vehicle correctly, always connect to the vehicle and to Central Systems.



Once the vehicle has been Identified by TT, you will need to remove from the recently selected to change the electrical system type.

If the vehicle has been incorrectly Identified has a VMAC-IV+ you must then following the steps below and remove from the recently selected list.

If you have connected to the vehicle only, (no Central Systems) you can “fix” the electrical system by following these steps.

1. Select the “finish work” on the right side.
2. Go to “latest selections” and “remove” this vehicle from the list.
3. Go to the “Tech Tool” in the top left of the screen and Connect to Central Systems.
4. Click the “Connect” button on the left to reestablish connection with the vehicle.

This will read the correct data from CS and ID correctly as a VMAC-IV.

How can a customer check their Tech Tool subscription expiration date?

The customer will need to check on their E media account. Login to the account and look on the menu bar at the top, and select the “my account” on the menu to view the details.

How do I get the latest version of PTT?

Dealers may contact support at 877.978.6586. Customers should check their subscription data in eMedia center. If the subscription is active, please contact the Support IT for a copy of PTT. If your subscription has expired, please order a PTT sub renewal from the eMedia center

Why does the date time stamp show the year 1753?

If the date/time stamp is missing, or cannot be read from the ECU, Tech Tool may fill in the blanks with the 1753 date. This is not when the error occurred, but only a fill in the blank date.

Does Tech Tool Support the Nexiq USB Link-2?

Yes, the Nexiq USB Link™2 is compatible with Premium Tech Tool version 2.04.50 and higher. Note the USB-Link™2 uses a different OBD cable (P/N 493013) than the earlier USB Link (P/N 442023).

I’m having trouble connecting to the product with the Dearborn adapter

If you are using the Dearborn 5, ensure that the “DGDPA5SA” driver is the ACTIVE one in the settings tab. You can have both the DGDPA5MA and DGDPA5SA driver versions, but TT works best with the “SA” version.

When I cycle the key off on the vehicle with the Vocom connected; the engine continues to run/dash lights stay on; why?

If the ignition circuit stays “ON” after the key is switched off while the Vocom connected; a likely cause is a defective Vocom adapter. Please take this unit out of service.



Why do I lose communication with the TGW at times?

Some vehicles have a “low voltage disconnect” feature. If the vehicle battery voltage falls below a pre-defined value, some circuits can be switched off. On some vehicles this may include the TGW or other devices. Check the battery voltage it should be at or above 12v. A fully charged battery should be 12.6v

Why can I not communicate with the ACM?

The ACM could be in a “locked” state, to correct this issue, disconnect the 62 pin connector from the ACM for 10 sec. then reconnect. Try again.

I am having trouble connecting to the Vehicle with the Vocom. How can I test the Vocom?

Vocom Troubleshooting Steps:

Error Code / Description: Communication issues with the Vocom adapter (88800300) unit. Note that the Help menu in Tech Tool contains details on the Vocom functionality.

Steps to resolve:

1. Check that all the LED’s flash briefly when powering up the unit.
2. The top LED (PC) is green. When connected to the PC and Tech Tool is running, this light should flash intermittently when communicating.
3. The second LED (vehicle) should be green when connected to the vehicle. Note that this is to the vehicle battery. Ensure that the Ignition key is ON for communication.
 - If the "Power USB/Communication"-LED does not light up,
 - Try another USB-port
 - Check if Windows performs “Installing device driver software”
 - Check the USB cable and try different cable, or try another PC
 - Still no function? If under warranty (24 months), return the unit.
4. When connected only to the vehicle: The unit should flash the LED’s, and then light the "Power Vehicle"-LED.
 - If nothing lights up at all, Try replacing the vehicle cable,
 - Check that ignition is on, or try another vehicle.
 - If the “Critical Error”-LED lit, try to update software
 - Still no function? If under warranty (24 months), return the Vocom unit.
 - Dealer can file a Parts warranty claim for the Vocom.
 - Customers must go to an authorized dealer for warranty.

I am looking for a particular operation or test, but it is missing, why?

Navigate to the Product screen and then click the “finish work” button in the upper right of screen. Then from the “Tech Tool” menu (top left) click “Work offline”. Now click and open the “Latest Selections” and remove the vehicle/product that you were connected to. Now reconnect to the vehicle/product once identified, check for the previously missing test/operation.



If I lose communication with the vehicle, is there a way to refresh the connection without restarting the PC?

Yes, use the Support tool to Stop and the Start the Baf service.
Check for a video on instructions, found at www.premiumtechttool.com

When instructed to update the firmware in the Vocom adapter, the adapter “locked-up”, or quit working.

Disconnect from the vehicle before performing adapter updates.
If the adapter is locked/not working, disconnect from the vehicle and from the PC for 2 minutes.

What does the “Product Status” tell me?

This is showing you the Hardware and software of the vehicle as compared to Central Systems. For example, if the Product Status column is Red, this ECU is not being detected from the vehicle. Check for a video on instructions.

When will Tech Tool be compatible with Windows 10?

WIN 10 is compatible with Tech Tool 2.04.32 and newer.
○ See website for details: www.premiumtechttool.com

How do I get a new client ID for a new laptop that will have PTT installed on it?

Customers: To get a new client ID, the software must be purchased via www.premiumtechttool.com

Dealers: Your DSA (Dealers System Administrator) can place the request for you in the “Security Request” portion of Dealer Manager. They will be able to list what is needed in the “Comments” section at the bottom of the request form. The most common comment is “Please grant us an additional client ID for Premium Tech Tool so we can add it to our new laptop.”

Note: There is one client ID per PC.

What does the “Inconsistent Parameters” in parameter programming mean?

There are two or more parameters in different ECUs that don’t match.
This can only be changed on the “inconsistent parameter” tab.
Check for a video on instructions.

What is Premium Tech Tool 2?

Premium Tech Tool 2 is the second generation of Premium Tech Tool.
Advancements were made for the OBD2013 and newer Volvo and Mack vehicles that are using the 16 pin OBD diagnostic connector.



The 16 pin OBD connector includes three data links. J1939, J1587 and ISO 15765.

Is Tech Tool 2 reading all three Data Links?

Yes, if you are using version 2.03 or higher with a compliant interface. J1587 (DL4), J1939 (DL1) and ISO14229 (DL2)

What are the approved operating systems for Tech Tool 2?

- For Tech Tool 2.03.xx- Windows 7, WIN 8 and 8.1
- For Tech Tool 2.04.50 and higher- Windows 7, WIN 8, 8.1 and WIN 10
- Visit the website: www.premiumtechtool.com

What would be the PC/system to use for optimum performance?

TT 2 The Panasonic Semi-Rugged CF-5x series, with a Solid State Hard Drive, I-5 processor, Windows 7 Professional 64 bit operating system with 4 GB of RAM or higher.

For Tech Tool 2.03.xx- Windows 7, WIN 8, 8.1 and 10

- Processor: Intel i5 or AMD FX 8 core series
- Memory: 6 GB (more memory improves performance)
- Storage: 120 GB SSD (Solid State Drive)

Which version of Internet Explorer can Tech Tool 2 be used with?

IE 8, 9, 10 and 11 are compatible with Tech Tool

Note: IE 11 is not compatible with Impact.

When should a customer/fleet use Tech Tool 2.04?

You must use Tech Tool 2 for all Volvo and Mack powered OBD2013 and newer vehicles. TT 2 supports the new ISO protocol as well as the older J1939 and J1587 Protocols. The ISO protocol is for all powertrain ECUs: ECM, ACM and the TCM.

Can I connect Tech Tool 1 to an OBD2013 Volvo or Mack vehicle?

Tech Tool 1 will connect to these vehicles, but Tech Tool 1 will not communicate with the Volvo or Mack powertrain ECUs: ECM, ACM and the TCM.

Note that there will be no more connection to Central Systems for Tech Tool 1 after December 2015.

I am having trouble connecting to an OBD2013 vehicle.

Make sure that you have the latest updates, by using the Client Update Agent found in the bottom right of the screen. Also within TT2, perform the Update Product Information found under the Tech Tool menu in the top left of screen. Check and make sure that the communications interface settings are correct.



Check for battery voltage and ground connection at the 16 pin diagnostic connector.
Note: This is a fused circuit.

What happened to the GDR that is found in Tech Tool 1?

Tech Tool 2 has a similar session history. On the top bar, go to the Product History tab.

Can a customer purchase Tech Tool 2?

Yes at <http://volvotrucksemedia.com/> and at <http://www.macktrucksemedia.com/>
There are several versions available for customers and fleets.
Visit www.premiumtechtool.com for more details.

If a fleet purchases Tech Tool 2 with programming capability, what should they expect to be able to program?

They can program the ECM, ACM and VECU for OBD2013 and newer vehicles. You can also make changes to some parameters.

Why doesn't Tech Tool 2 automatically identify Mack V-MAC III?

Tech Tool 2.03 will automatically connect, in most cases. If it does not, you must manually select the vehicle Make and Model.

Why did we change to the new Vocom adapter?

This new adapter is more rugged and suited to the workshop environment. The cables are also more suited to the workshop and should last a long time. The Vocom supports three data-links at the same time. This is needed to fully support the OBD2013 vehicles.

Can we use the 88890020 communications interface on the OBD2013 trucks with the 16 pin Diagnostic connector?

Yes and no. There is a 16 pin cable, 88890026 that you can use with the 88890020 interface but this combination can only support two data-links at a time. This will support ISO and J1587. J1939 is not supported with this cable.

Does Tech Tool 2 work with different brands of communication adapters?

Yes, Tech Tool 2 works with some RP1210 adapters. Check <http://volvotrucksemedia.com/Default.aspx> and <http://www.macktrucksemedia.com> for a complete list.



Is there a 16 pin cable for the Dearborn interface? P/N: DG-V13-cable-kit

Yes, please visit www.dgtech.com

Is there a 16 pin cable for the Noregon interface? P/N: 12159

Yes, please visit www.noregon.com

Is there a 16 pin cable for the Nexiq USB interface?

Yes, for the early Nexiq USB Link™ P/N: 442023 for the USB-Link™2 use the OBD cable (P/N 493013). Make sure that you update the drivers to the correct version. Drivers are available at www.Nexiq.com.

What is the current version of Bendix ACOM?

To obtain the current version of Bendix ACOM visit their website: www.bendix.com

Why are Diagnostics not enabled for pre-2007 vehicles?

Diagnostics are available for Mack and Volvo 2007 and newer emissions vehicles. Look in service information for help with pre-2007 Mack and Volvo vehicles.

How can I read the Diagnostic Trouble Codes on pre 2007 vehicles?

Go to test and then Function Group 1. You can read and clear DTCs here on pre-2007 vehicles.

Can Tech Tool 2 be used to program a customer's vehicle at a location without network access?

Yes, by using the Manage Software function found under Tech Tool menu in the top left of the front page, the software can be downloaded with an internet connection and then TT2 can be used offline (no internet connection) to program ECUs for the vehicle in question.

Note: Manage Software New is for the OBD2013 and newer vehicles.

As a small fleet we would like to be able to perform diagnostics on our own trucks.

What tools do you recommend that we get?

There are a large variety of tools available. Please consult with your Mack or Volvo fleet manager or local dealer for help.

Does Tech Tool 2 have a fuel trip data report?

Yes, under Test you can find the vehicle fuel data report. Line 12 will be a summary showing for example the MPG. You can perform a print function from this operation. Note that this data is not saved to the Product History and must be printed to paper, or to a file (ex. XPS file). Mack Vehicle Life and Trip report is under Function Group 1. Volvo Fuel Consumption Data is under Function Group 20. Both reports are identical.



I am getting an error on the SRS product data Hardware and Software.

This is most likely caused by an error with the Lane Departure Warning System. Remove the fuse for the LDWS, restart the PC and try again.

Where can I find the saved information from the tests and programming that have been performed with Tech Tool 2?

Look under the Product History tab.

Note: There may be more than one session file for each vehicle.

Is parameter programming with templates supported by Tech Tool 2?

Yes, with version 2.04.60 and higher

Can I save the parameters from a vehicle in Tech Tool 2?

Yes, with version 2.04.60 and higher. To print this data, go to the top left of the page and click on the “Tech Tool” dropdown and select Print. This does a print screen type document.

Can I print the parameters from a vehicle in Tech Tool 2?

There is a print screen function that is working now. You can also print from the Product History.

Where is the EGR valve test?

This test is in Function Group 29. Both in Impact and in Tech Tool. Function Group 25 was too full, so the EGR was put in FG 29.

Where is the “Learned Data Reset” for the OBD2013 vehicles?

This test is found under the Calibration tab Function Group 1 Function Monitoring Parameters.

How long is an Outstanding Campaign displayed in PTT once Warranty is filed?

The Outstanding Campaign is displayed for approximately 30 minutes. You will have to select the refresh button to see updated data.

How do I find out if there is updated software available for the ECU?

You will need to program the ECU. Early in the programming process you will get a confirmation message informing you “There are no Software updates for the selected ECU”.

If you have a 2016 or newer Cummins powered vehicle, it may have two diagnostic connectors. When should you use the 9 pin connector vs. the 16 pin connector?

The 9 pin connector is to be used with Cummins INSITE. The 16 pin connector is to be used with Premium Tech Tool.

