



Tech II software updates

Tips for Tech II users
from AK Training



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If you are an independent garage using Tech II or thinking about buying one, here's a couple of tips from AK Training regarding Tech II updates:

- 1) **'Make sure you keep the Tech II up to date at all times'.**
- 2) **'Be careful what you buy and where you get it!'**

Following these two simple tips will reduce problems communication with vehicles, carrying out programming and obtaining Tech II software updates.

Here's an example of why

Recently, I assisted a local Vauxhall specialist with a problem they were having programming a new CIM module to a Vectra C, model year 2003 with a Z18XE engine. The technician had already spent several hours trying to programme the CIM without success. I considered several possible causes for this including incorrect module reset/programming procedure, security access and TIS/Tech II software. I didn't rule out a fault with the new CIM either and so kept an open mind.

When I got to the vehicle, I found it was possible to reset and re programme the original CIM and immobilizer keys using the Tech II. However when trying to programme the new CIM, the message **'Programming failed'** kept appearing on the Tech II screen. The Tech II software version was 99.001. The tool had been bought second hand from a private seller. After updating the Tech II software to the latest version, it was possible to programme the CIM. Problem solved.

Dealing with upgraded replacement parts

Motor manufacturers are constantly upgrading control module software in production to eliminate bugs and software issues encountered with earlier module variants. Replacement parts usually come with the latest software version installed. To programme these modules successfully usually requires that the scan tool is also running its latest software version. This is as important for OEM tools as it is for aftermarket equipment. Often, the reason for many communication issues is that the scan tool is simply not up to date; a factor so often overlooked by repair workshops.

In the case of the CIM at the Vauxhall specialist, their Tech II software was several versions out of date and the CIM was an upgraded unit, hence the reason why the programming failed on the new CIM but the old CIM could still be reset and re programmed. So, if you are an independent garage using Tech II or are considering purchasing a Tech II, the following pages offer some guidance and a few words of advice from an experienced user regarding Tech II software updates.

AK Training

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What the franchised retailer networks do

The Vauxhall retailer network receives on average one update per month via a TIS to WEB on line facility, available exclusively to the retailer network through their Channel 21 internet connection. In the past, software updates were done via an RS232 cable connection between TIS and Tech II. It is the PCMCIA card of the Tech II that is actually updated. The dealership TIS to WEB facility for updating Tech II was introduced from TIS DVD version 96. Saab updates for Tech II are less frequent but use the same on line facility.

What is available to the independents?

Independent garages do not have access to the dealership TIS to WEB. However there are other legitimate options available so you need to make sure that your Tech II supplier can offer the necessary back up and support for the tool.

Don't be fobbed off. Ask questions, insist upon straight answers and if you don't get them then shop around. Alternatively, if you know somebody at a Vauxhall/Saab dealer who is willing to help, this is another solution to keeping your Tech II up to date.

Tony Kitchen MIMI (ex Saab MT)
(AK Training)

My own credentials with Tech II go back to 1996 when I first saw the tool introduced into the Saab dealership network. At the time I was a Saab Master Technician and was using the tool regularly. Since moving on, I have maintained contact with ex colleagues and others within the dealership networks, so technical assistance is never usually more than a telephone call away.

During the last six years, I have worked with Tech II providing manufacturer training for Saab and Vauxhall. Their fleet of training vehicles is constantly being updated with new models and as a consequence, it is important to ensure that the Tech II software is up to date. On several occasions, I have had issues where Tech II won't communicate with a particular system on a vehicle even if it is only one software version out of date. Updating the Tech II almost always resolves matters. The whole process takes just 15-20 minutes.

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