GIDS Intelligent Diagnostic Terminal

User Operation Manual

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1 Overview

This user manual is intended to help users fully understand and use the GIDS Intelligent Diagnostic Terminal. It covers the product introduction, installation and setup guidelines, function descriptions, etc.

2 Software Installation

2.1 Hardware Requirements

Operating System:

- Genuine Windows 10 / 11 (64-bit)

Computer Hardware Configuration:

- Processor (CPU): Intel Core i5 12th Gen or above
- Memory (RAM): 8GB or above
- Storage (HDD): At least 40GB of free space (software installation + data storage)
- Graphics (GPU): Integrated graphics is sufficient; no dedicated GPU required

Connection Ports:

- USB port
- WiFi (WiFi connection supported; 2.4GHz / 5GHz network required)
- RJ45 Ethernet port

Diagnostic Tool Hardware:

OBD to RJ45, DOIP E-net cable (BoZhi 7), ACTIA-SDA2 (BoZhi 3X)

2.2 Software Acquisition

Acquisition: Log in to GTCS, go to Material Management under Data Download, and download the "BoZhi 7 - GIDS Diagnostic Software".

2.3 Software Installation

After obtaining the installation package as described in Section 2.2, double-click the GIDS installer to enter the installation page. On the wizard page, click [Next] to install. As shown in Figure 2-1 Installation Guide, keep the default settings and click Next until installation is complete.

Figure 2-1 Installation Guide

After successful installation, the software icon appears on the desktop, as shown in Figure 2-2.

Figure 2-2

2.4 User Login

1) Overview

User login supports two methods: 1. Mobile number + verification code; 2. Mobile number or email + password. Currently, the domestic region of China supports both methods, while overseas regions support only the second method.

2) Server and Language Selection

After GIDS starts, the main interface is displayed, as shown in Figure 2-3 GIDS Home Page.

Figure 2-3 GIDS Home Page

First, the user must select the region or language according to their location, as user permissions and vehicle model permissions vary by region.

Click the region or language selection button on the GIDS home page (Figure 2-3) to enter the region and language selection screen, as shown in Figure 2-4 Server or Language Selection page. After completing the region and language selection, click "Confirm".

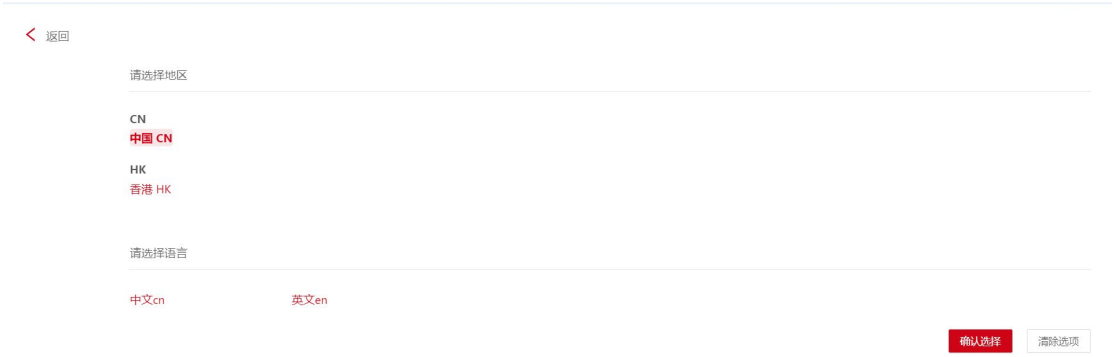


Figure 2-4 Server or Language Selection

3) Login

Depending on the account type, select the appropriate login method (Figure 2-5 Login Method Selection Screen), enter the account and password to log in. After successful login, you can enter the GIDS home page.

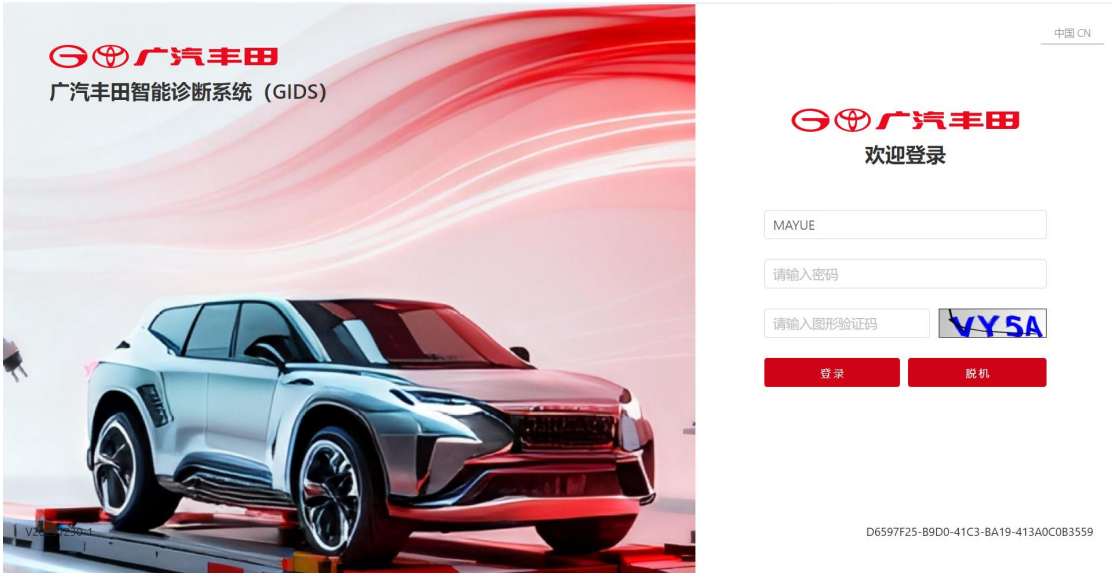


Figure 2-5 Login Method Selection Screen

3 Entering Diagnosis

3.1 Overview

After login, the user enters the home page, which is divided into "Engineering Diagnosis", "Local Diagnosis" and "Remote Diagnosis". Engineering Diagnosis has higher permissions and is mainly provided to engineers; Local Diagnosis meets basic diagnostic needs and is mainly developed for 4S dealerships; Remote Diagnosis mainly provides remote diagnosis of vehicles and currently supports only models based on the EEA3.0 Xingling architecture or above.

1) Engineering Diagnosis

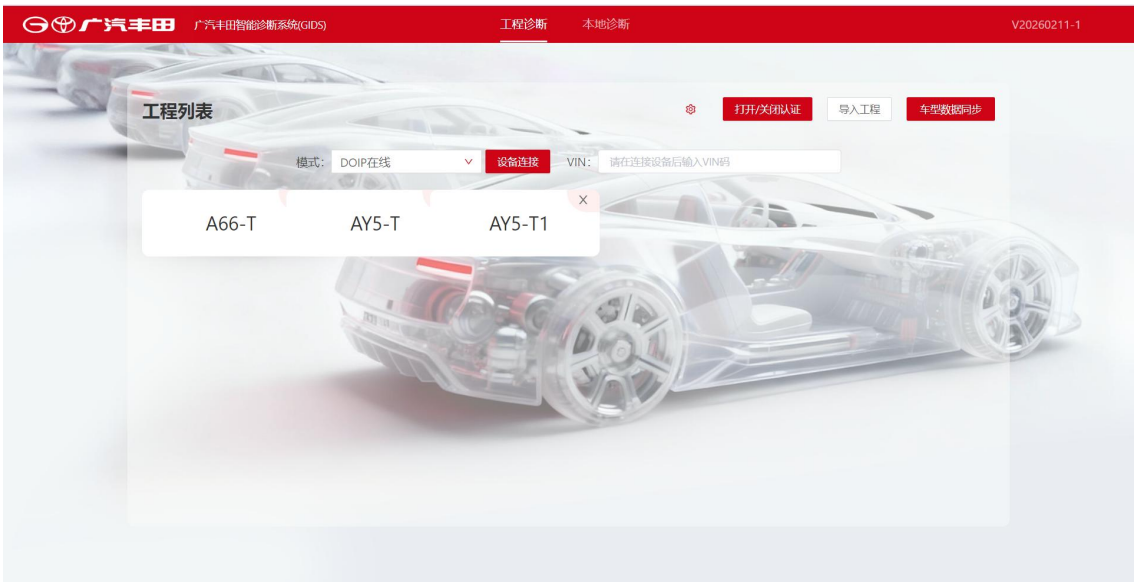


Figure 3-1 Engineering Diagnosis

As shown in Figure 3-1 Engineering Diagnosis, the user can enter diagnosis by selecting a vehicle model without identifying the VIN. In addition, the "Import

Project" button can be used to manually import a project, or "Vehicle Data Sync" can synchronize the latest data from the server to the local machine. In addition, users can

set whether to enable Service 29 functions or precise ECU identification via the button, as shown in Figure 3-2 Vehicle Identification Settings.

Figure 3-2 Vehicle Identification Settings

2) Local Diagnosis

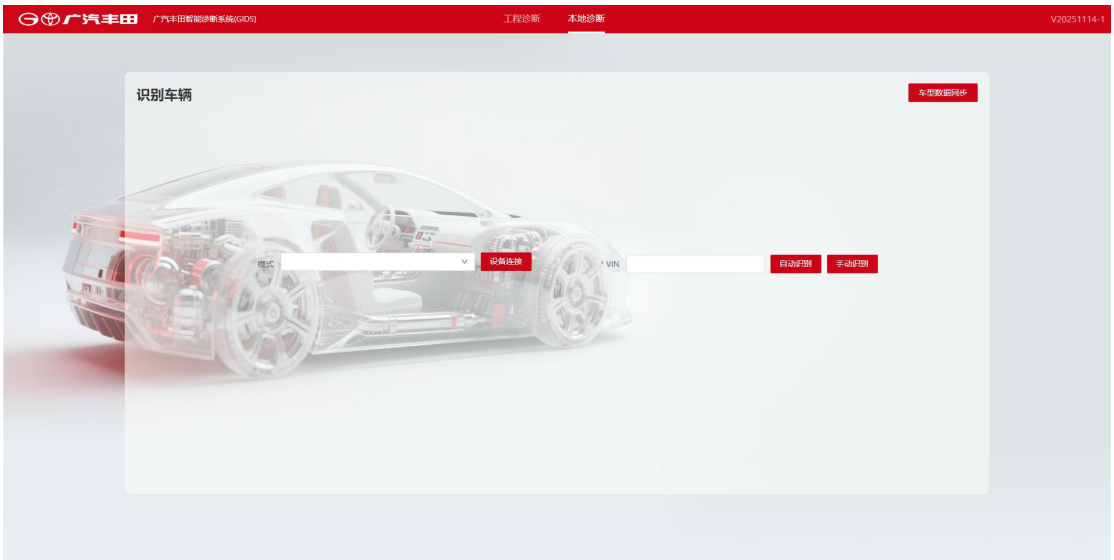


Figure 3-3 Local Diagnosis

As shown in Figure 3-3 Local Diagnosis, the user must identify the vehicle model by reading the VIN before entering diagnosis.

3.2 Connecting to Vehicle

When performing engineering or local diagnosis, GIDS must connect to the vehicle through a VCI. GIDS supports multiple VCIs, including: OBD to RJ45 network cable (BoZhi 7) and ACTIA-SDA2 (BoZhi 3X), as shown in Figure 3-4 VCI Types.

Figure 3-4 VCI Types

Note: Remote diagnosis can connect to the vehicle without a VCI.

First, plug the VCI into the vehicle's OBD port. The OBD port is usually located under the driver's side, as shown in Figure 3-5 OBD Port. Make sure it is inserted firmly without looseness to avoid poor contact.

Figure 3-5 OBD Port

Then connect the device to the GIDS diagnostic computer via USB or an Ethernet port.

Engineering Diagnosis Mode: After selecting the device type, click the "Device Connect" button to complete the connection between the vehicle and GIDS, as shown in Figure 3-6 Device Connection. Device type selection: choose DOIP Online for BoZhi 7, and ACTIA-SDA Online for BoZhi 3X.

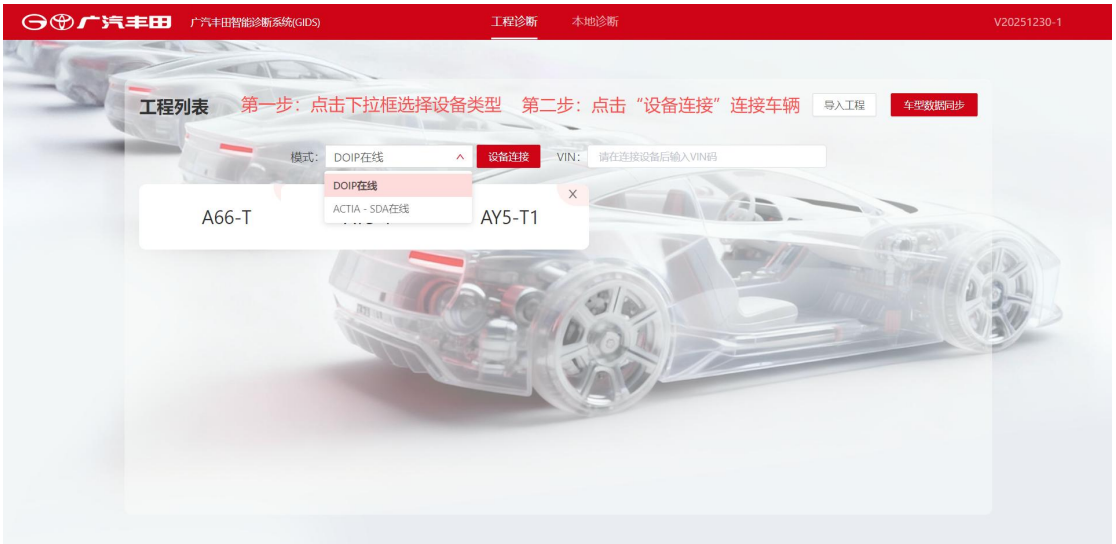


Figure 3-6 Device Connection

After a successful connection, the vehicle VIN is displayed, as shown in Figure 3-7 Connection Successful. Click the vehicle model code to enter diagnosis, as shown in Figure 3-8 Entering Diagnosis.

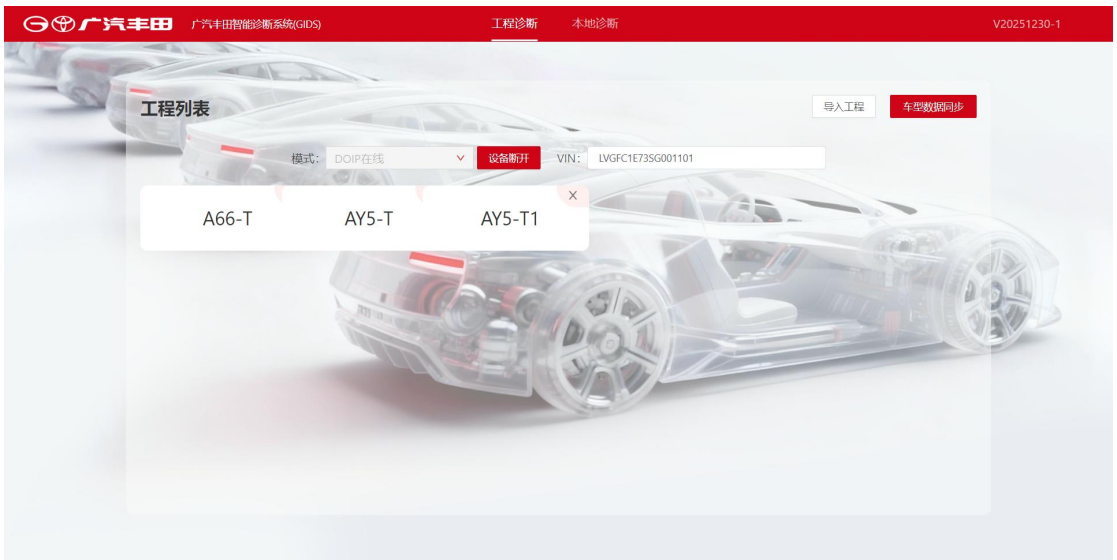


Figure 3-7 Connection Successful

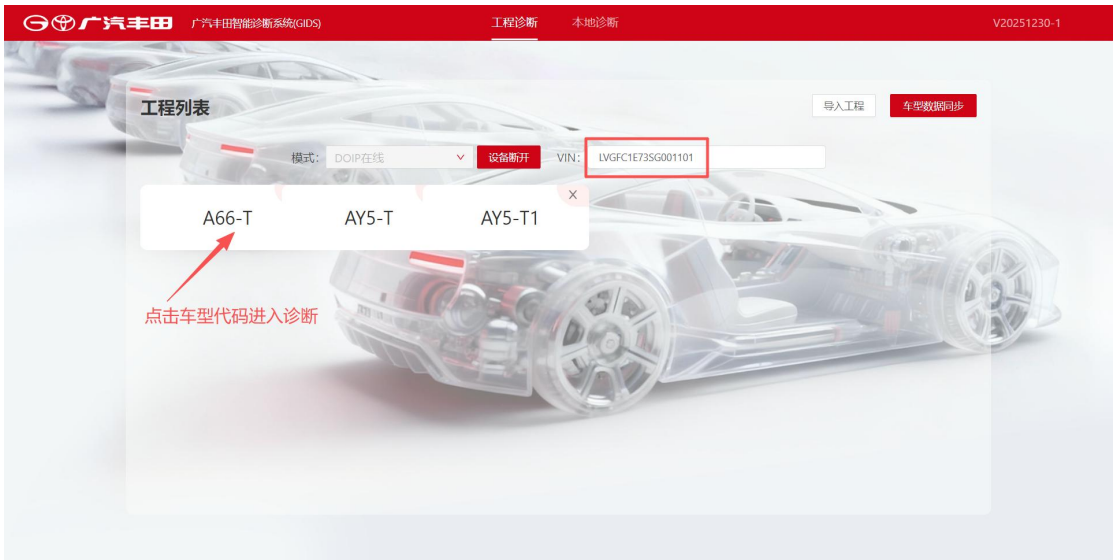


Figure 3-8 Entering Diagnosis

Local Diagnosis Mode: As shown in Figure 3-9, after selecting the device type and clicking the "Device Connect" button, the connection between the vehicle and GIDS is completed.

After selecting the vehicle model and clicking "Enter Diagnosis", as shown in Figure 3-10, the diagnostic network topology page of the connected vehicle is entered.

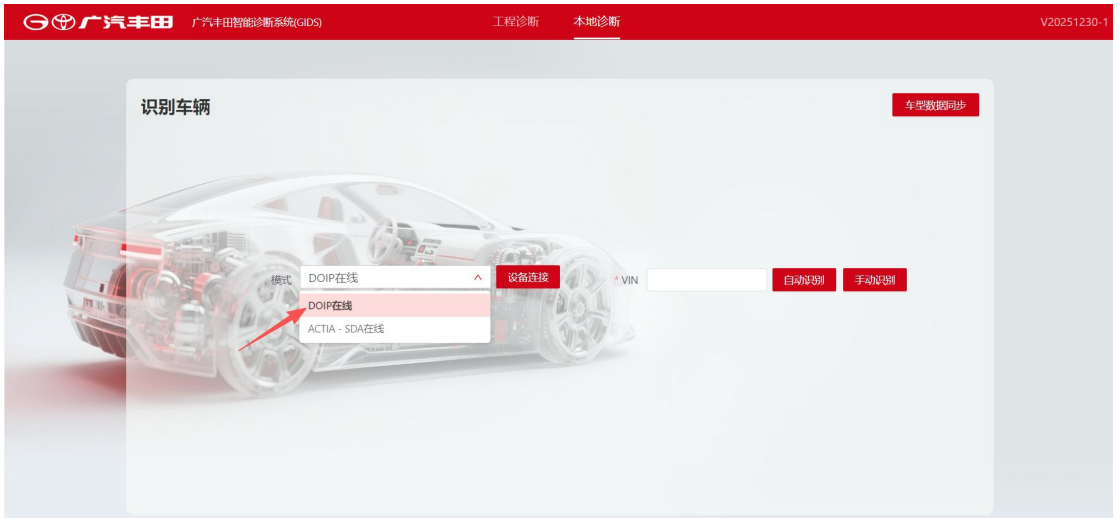


Figure 3-9 Local Diagnosis

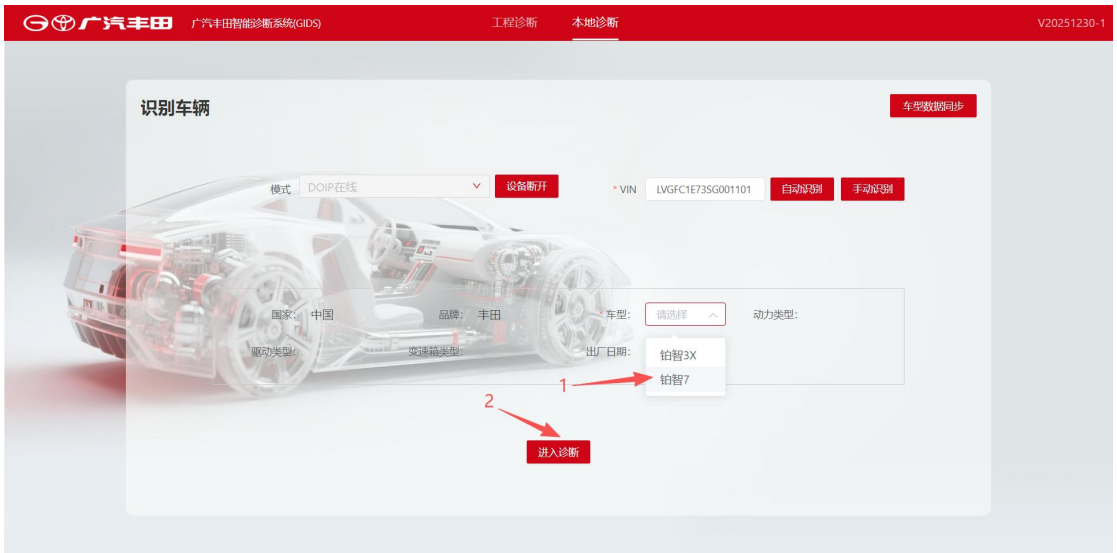


Figure 3-10 Entering Diagnosis

*The following functions are described using local diagnosis as an example; engineering diagnosis operations are the same.

4 Network Topology

4.1 Overview

After the VCI connection is established, click the "Enter Diagnosis" button to enter the network topology interface of the vehicle diagnosis. Only then can diagnosis of the vehicle begin.

The network topology page mainly displays the connection relationships between the automotive electronic control units (ECUs) and the communication network. The central node is the CCU (Central Control Unit) or GWM (Central Gateway), which connects multiple sub-modules via the CAN bus. The hierarchy and communication relationships between the modules are clearly visible. It also includes a vehicle function navigation bar (on the left), as shown in Figure 4-1 Network Topology.

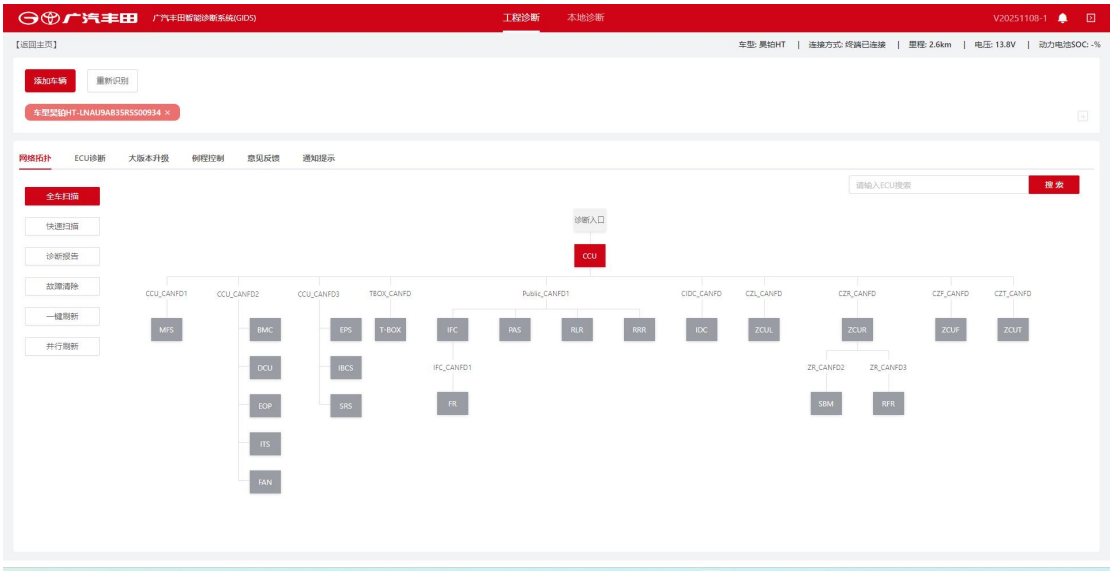


Figure 4-1 Network Topology

4.2 Full Vehicle Scan

1) Function Introduction

The Full Vehicle Scan mainly checks the status of all ECUs, including: reading part numbers, software version numbers, hardware version numbers, and reading the DTCs of each controller. It helps engineers or service technicians fully understand the vehicle's electronic system status and quickly locate potential fault points or abnormal conditions, and includes diagnostic report output and viewing.

2) Operation Instructions

Click "Full Vehicle Scan", as shown in Figure 4-2 Full Vehicle Scan Button. The system enters scanning status and automatically executes, scanning the details of each ECU, as shown in Figure 4-3 Full Vehicle Scan.

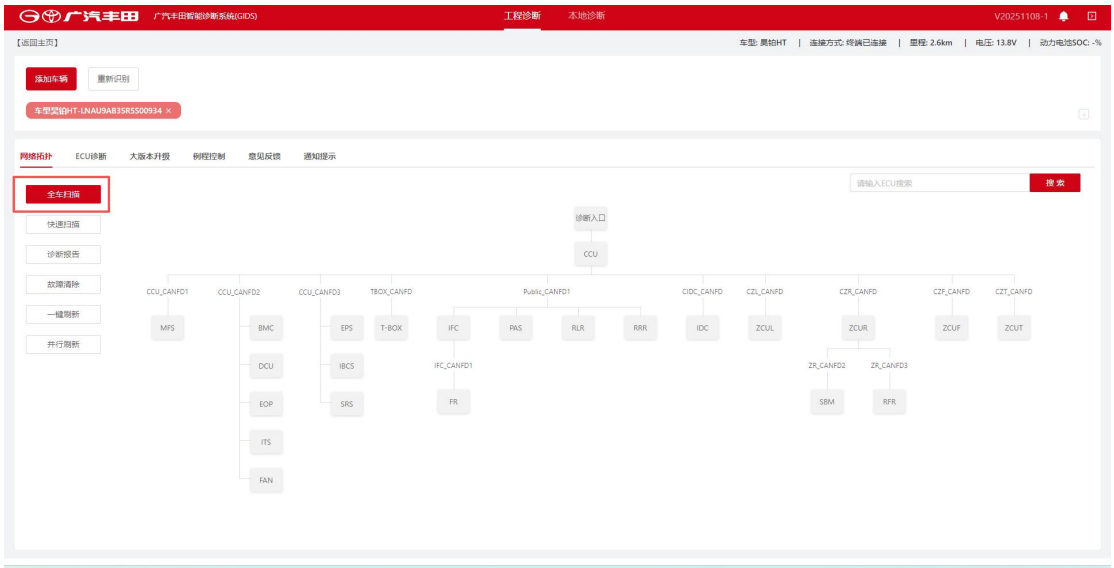


Figure 4-2 Full Vehicle Scan Button

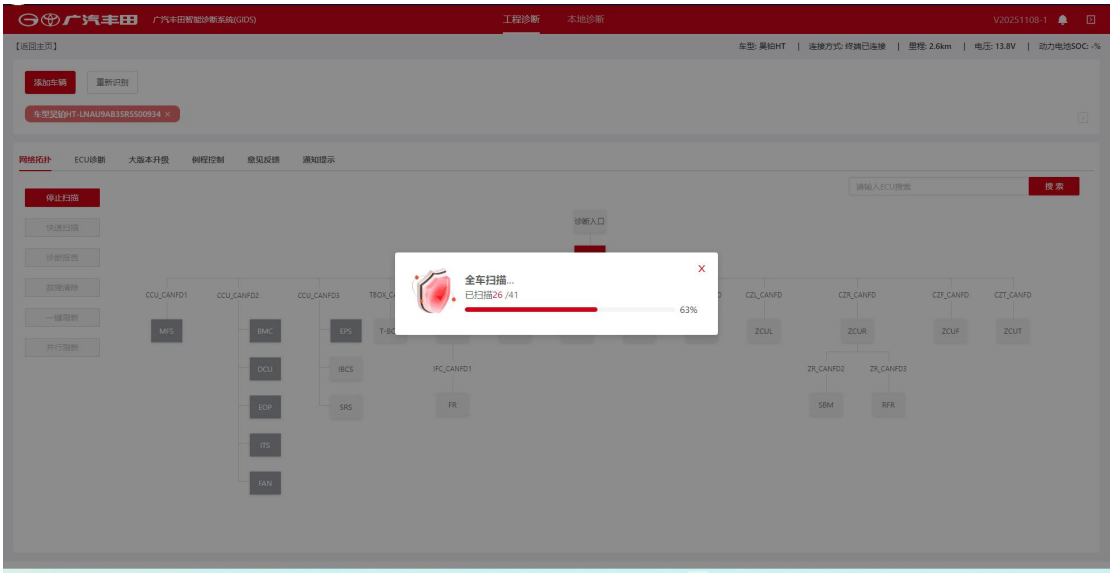


Figure 4-3 Full Vehicle Scan

After the scan is completed, the system automatically displays the ECU statuses with color coding: red background indicates an ECU with faults, green background indicates an ECU without faults, and gray background indicates an ECU with communication abnormalities, as shown in Figure 4-4 Network Topology Results After Full Vehicle Scan.

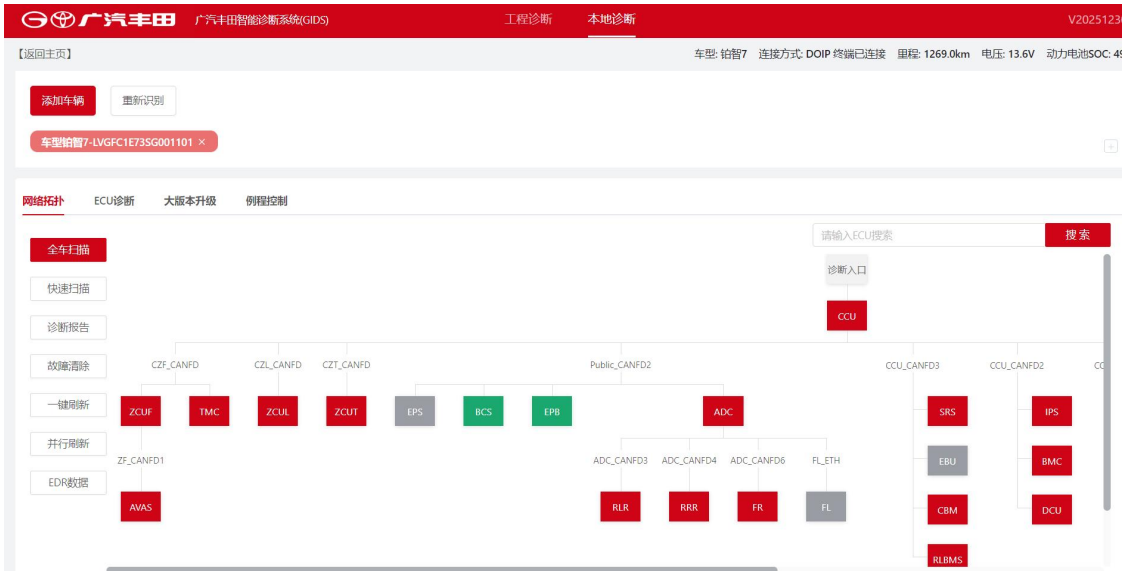


Figure 4-4 Network Topology Results After Full Vehicle Scan

After scanning, hover the mouse over an ECU to view its detailed information, as shown in Figure 4-5 Hovering over an ECU to Display Information.

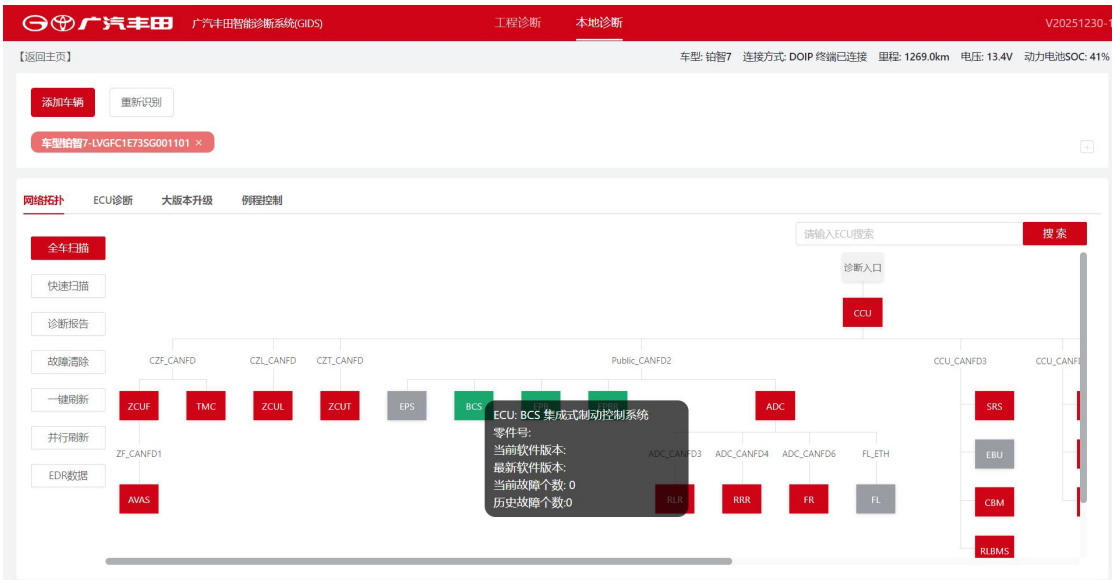


Figure 4-5 Hovering over an ECU to Display Information

After the full vehicle scan is completed, click the "Diagnostic Report" button, as shown in Figure 4-6 Diagnostic Report Button, to obtain the full vehicle diagnostic report.

As shown in Figure 4-7 Diagnostic Report Export. By clicking the "Export" button and selecting a storage location, the diagnostic report can be exported to local storage.

As shown in Figure 4-8 Diagnostic Report.

Figure 4-6 Diagnostic Report Button

Figure 4-7 Diagnostic Report Export

Figure 4-8 Diagnostic Report

4.3 Quick Scan

1) Function Introduction

Quick Scan is a simplified version of the Full Vehicle Scan. Compared with the Full Vehicle Scan, Quick Scan only reads DTCs from all vehicle ECUs, aiming to quickly determine whether any controller has DTCs or abnormal conditions.

2) Operation Instructions

1. Click [Quick Scan], as shown in Figure 4-9 Quick Scan Button. The system enters scanning status, mainly scanning the details of each ECU, as shown in Figure 4-10 Quick Scan in Progress.

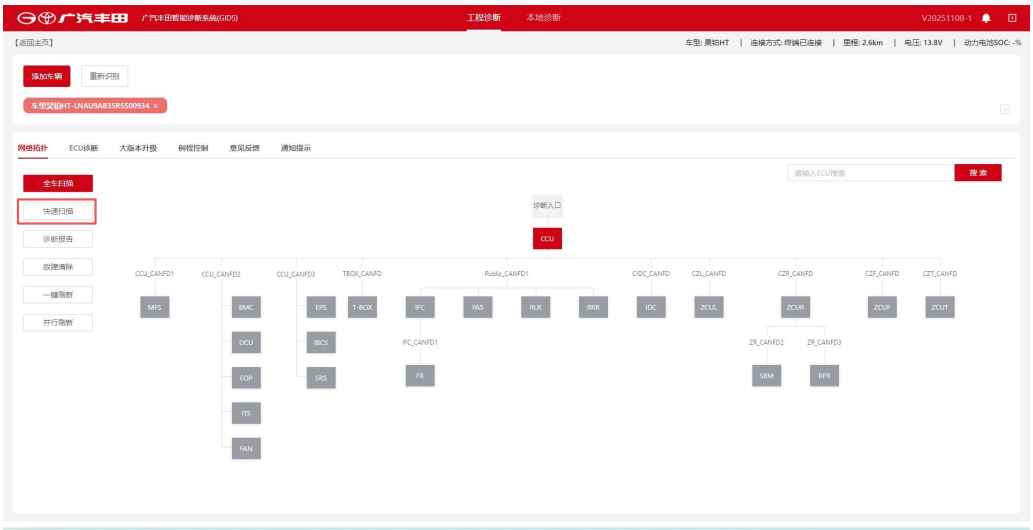


Figure 4-9 Quick Scan Button

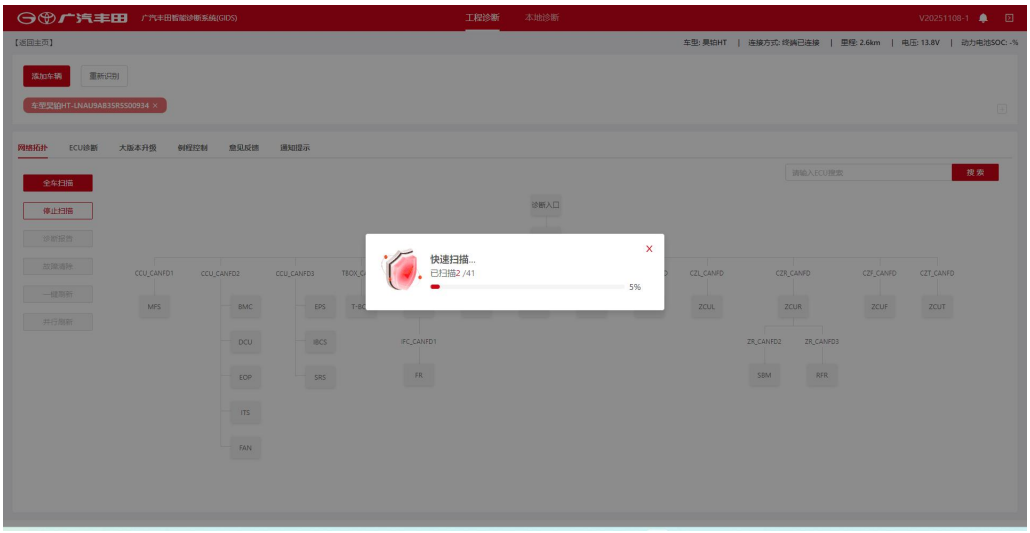


Figure 4-10 Quick Scan in Progress

2. After the scan is completed, the scan report results are displayed, as shown in Figure 4-11 Quick Scan Report Results.

Figure 4-11 Quick Scan Report Results

4.4 Fault Clearance

1) Function Introduction

Used to delete the history faults stored in the ECU and re-read the DTCs saved in the ECU. Once history faults are deleted, they can no longer be obtained; use with caution.

2) Operation Instructions

1. After the user clicks "Fault Clearance", as shown in Figure 4-12 Fault Clearance Button, the system clears the controllers one by one and reads the DTCs, as shown in Figure 4-13 Fault Clearance in Progress.

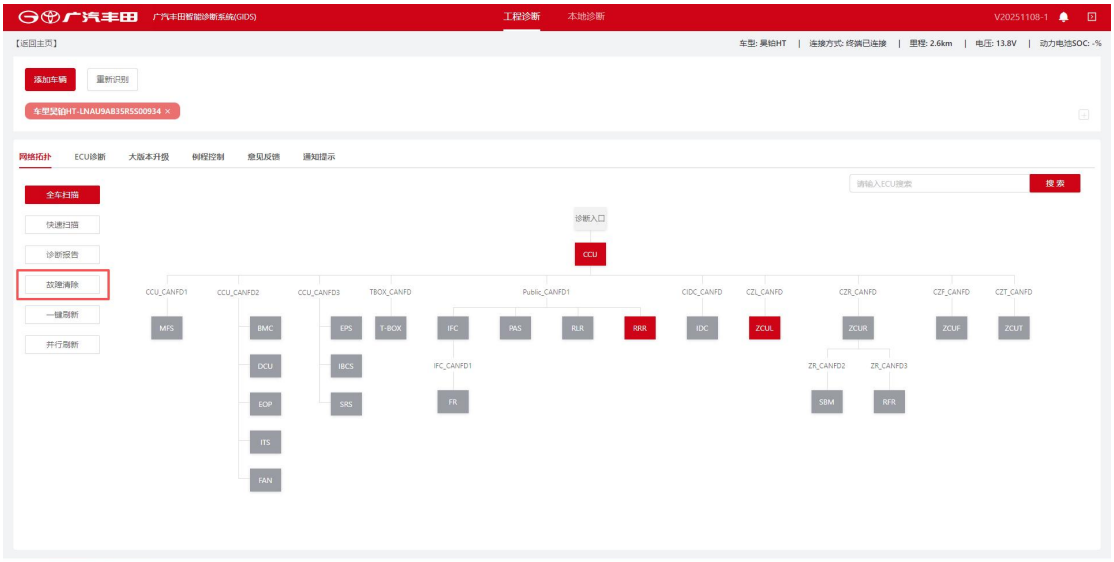


Figure 4-12 Fault Clearance Button

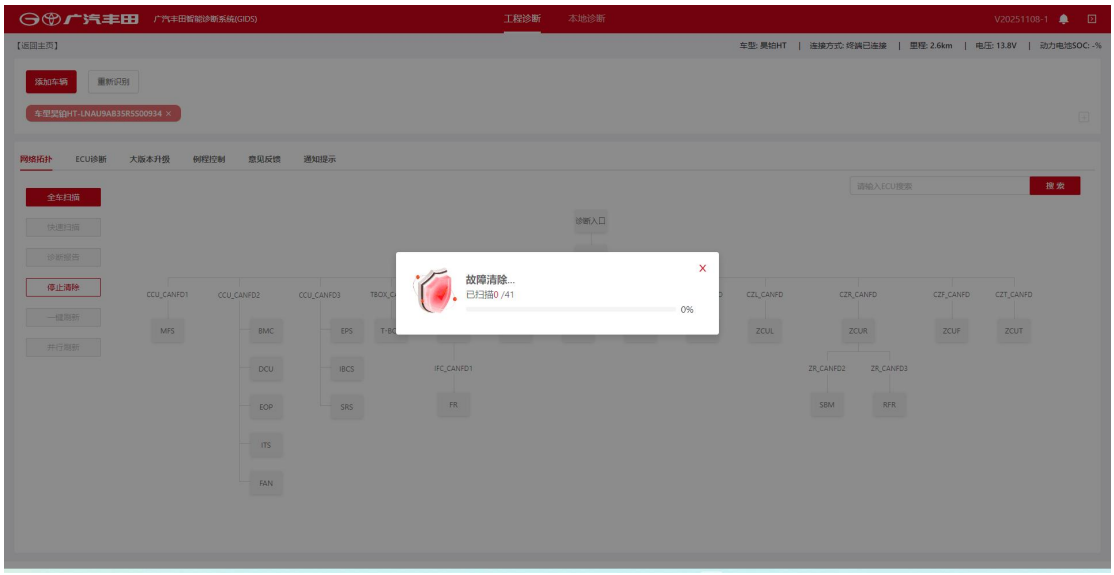


Figure 4-13 Fault Clearance in Progress

2. During fault clearance, click "×" to cancel and stop the operation. After a second confirmation, the operation stops and a clearance report is automatically

generated, as shown in Figure 4-14 Stopping Fault Clearance.

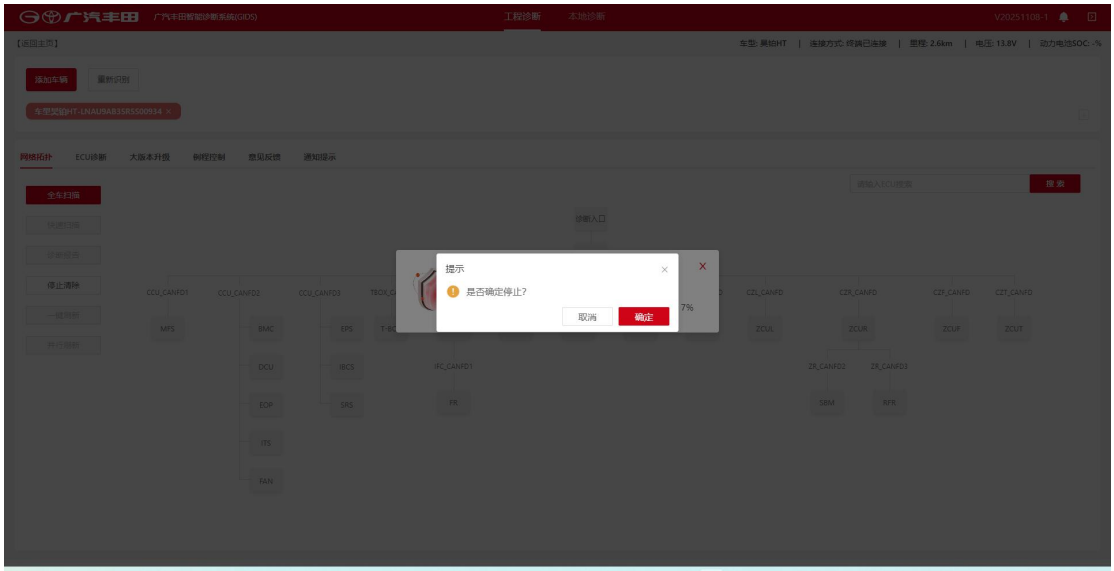


Figure 4-14 Stopping Fault Clearance

3. After clearance is completed, a clearance report is generated, as shown in Figure 4-15 Fault Clearance Report.

Figure 4-15 Fault Clearance Report

4.4 One-Click Refresh

1) Function Introduction

One-Click Refresh is mainly used for automatically refreshing multiple ECUs. It is a batch software update function that automatically flashes multiple ECUs. This function greatly improves the efficiency of vehicle software updates, reduces the complexity of manual operations, and lowers the risk during flashing.

1) Operation Instructions

1. After the user clicks "One-Click Refresh", as shown in Figure 4-16 One-Click Refresh Button, GIDS first obtains the ECU refresh package from the cloud. If the vehicle ECU software version is older than the latest cloud version, it is displayed on the interface, as shown in Figure 4-17 ECU Refresh Package.

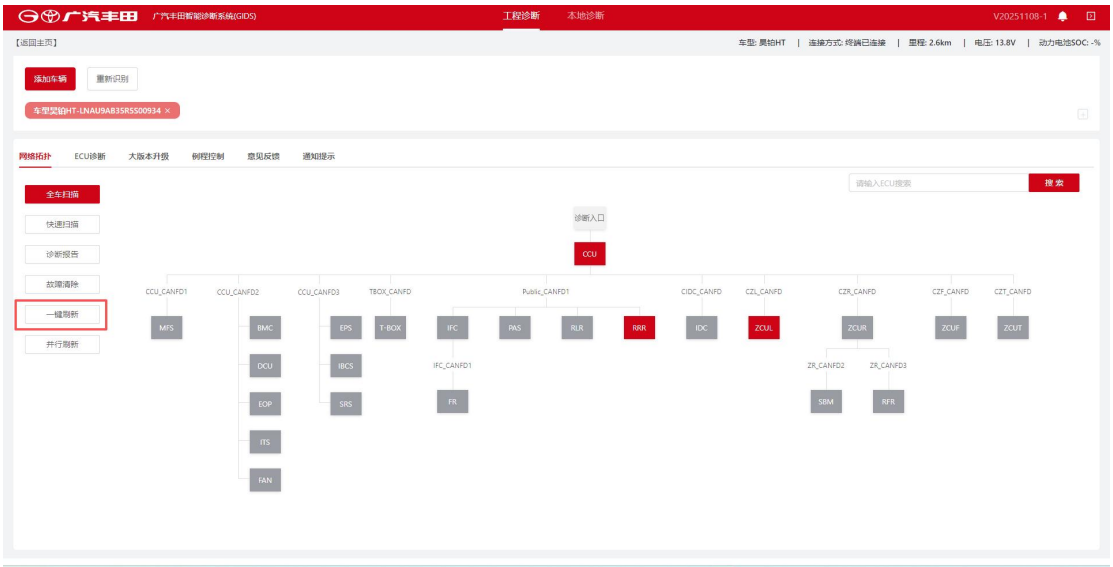


Figure 4-16 One-Click Refresh Button

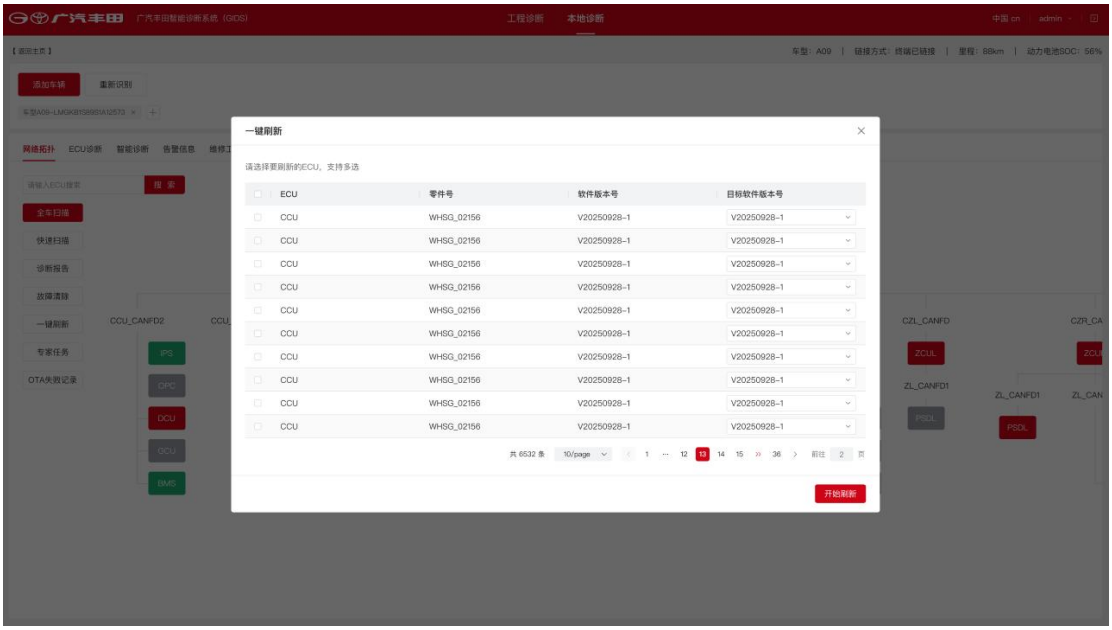


Figure 4-17 ECU Refresh Package

2. Select the ECU to be upgraded as needed (Figure 4-18 ECU to be Refreshed), then click "Start Refresh" to enter the One-Click Refresh interface, as shown in Figure 4-19 Refresh Page. After clicking the Stop button, the flashing stops automatically when the ECU refresh reaches 100%; flashing failure is shown in Figure 4-20 Stopping ECU

Flashing.

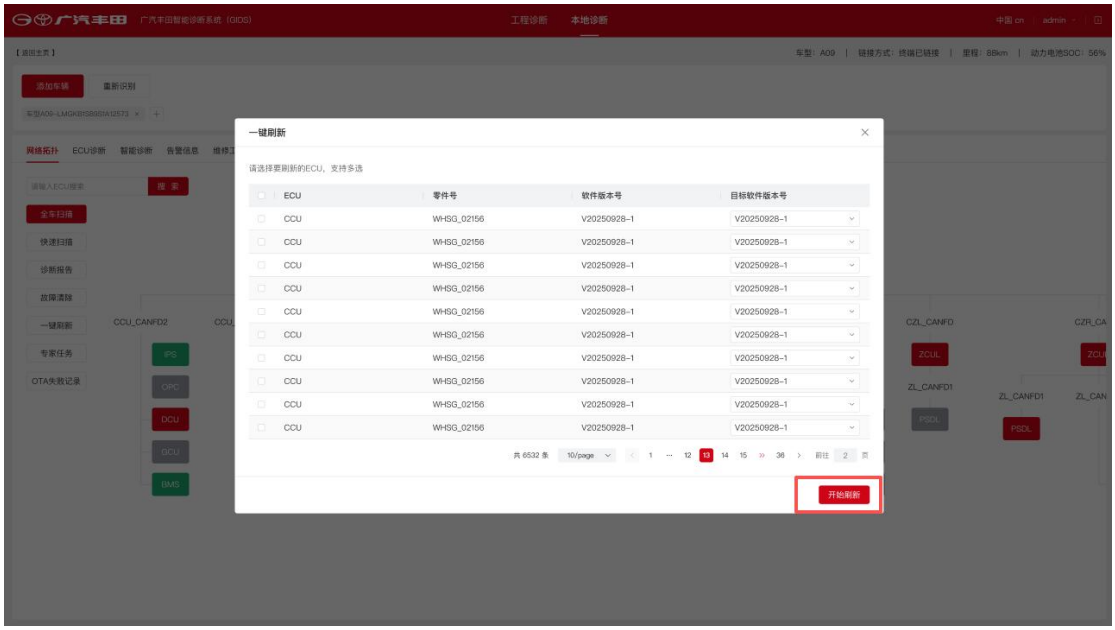


Figure 4-18 ECU to be Refreshed

Figure 4-19 Refresh Page

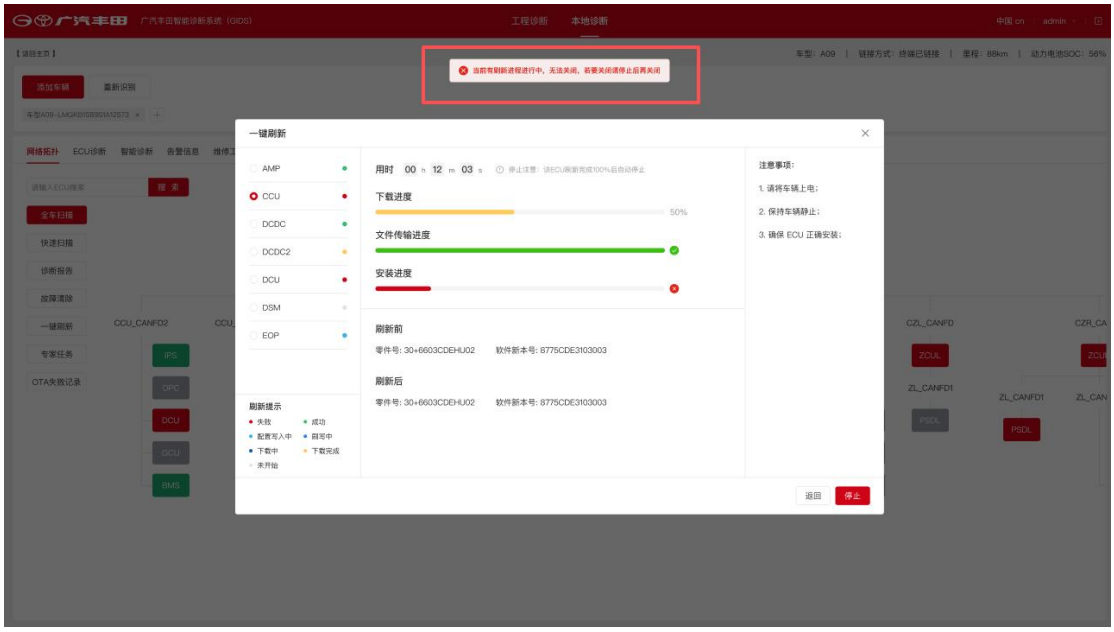
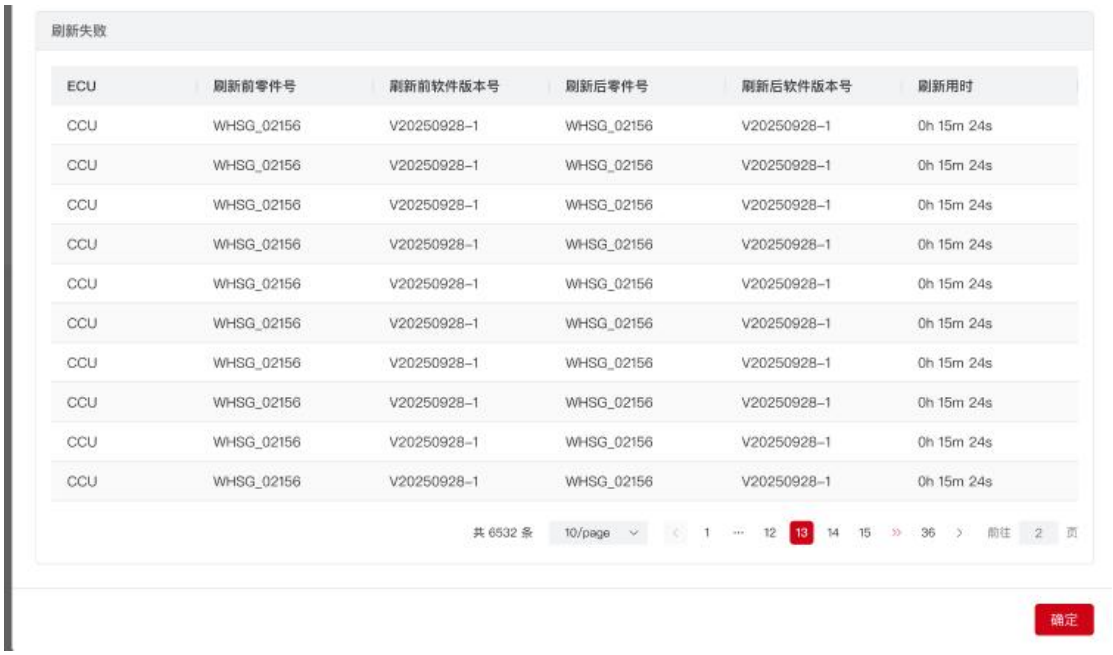


Figure 4-20 Stopping ECU Flashing

3. After the refresh is completed, a refresh report is provided, as shown in Figure 4-21 Flashing Failure and Figure 4-22 Flashing Success.



刷新失败

ECU	刷新前零件号	刷新前软件版本号	刷新后零件号	刷新后软件版本号	刷新用时
CCU	WHSG_02156	V20250928-1	WHSG_02156	V20250928-1	0h 15m 24s
CCU	WHSG_02156	V20250928-1	WHSG_02156	V20250928-1	0h 15m 24s
CCU	WHSG_02156	V20250928-1	WHSG_02156	V20250928-1	0h 15m 24s
CCU	WHSG_02156	V20250928-1	WHSG_02156	V20250928-1	0h 15m 24s
CCU	WHSG_02156	V20250928-1	WHSG_02156	V20250928-1	0h 15m 24s
CCU	WHSG_02156	V20250928-1	WHSG_02156	V20250928-1	0h 15m 24s
CCU	WHSG_02156	V20250928-1	WHSG_02156	V20250928-1	0h 15m 24s
CCU	WHSG_02156	V20250928-1	WHSG_02156	V20250928-1	0h 15m 24s
CCU	WHSG_02156	V20250928-1	WHSG_02156	V20250928-1	0h 15m 24s
CCU	WHSG_02156	V20250928-1	WHSG_02156	V20250928-1	0h 15m 24s

Figure 4-21 Flashing Failure

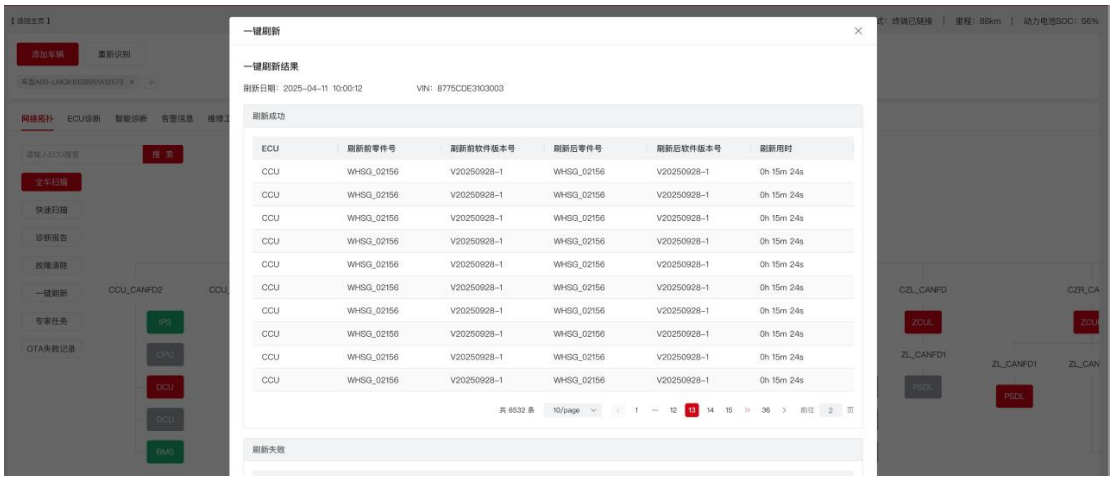


Figure 4-22 Flashing Success

4.5 Parallel Refresh

1) Function Introduction

Parallel Refresh is mainly used for automatically refreshing multiple ECUs. It is a batch software update function that automatically flashes multiple ECUs. This function greatly improves the efficiency of vehicle software updates, reduces the complexity of manual operations, and lowers the risk during flashing.

2) Operation Instructions

1. After the user clicks "Parallel Refresh", as shown in Figure 4-23 Parallel Refresh Button, GIDS obtains the ECU refresh package from the cloud. If the vehicle ECU software version is older than the latest cloud version, it is displayed on the interface, as shown in Figure 4-24 Parallel Refresh List.

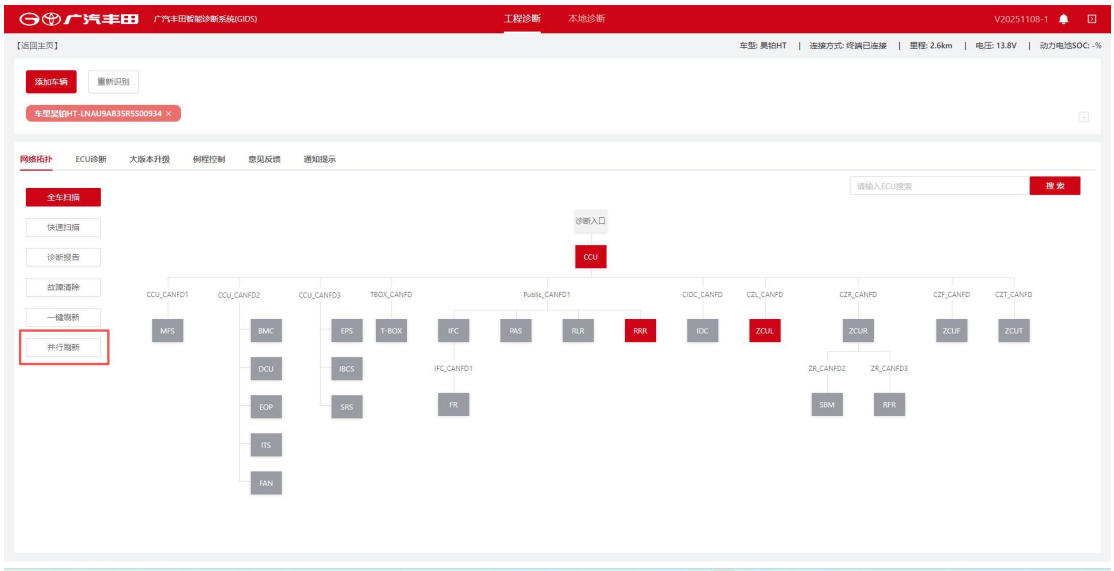


Figure 4-23 Parallel Refresh Button

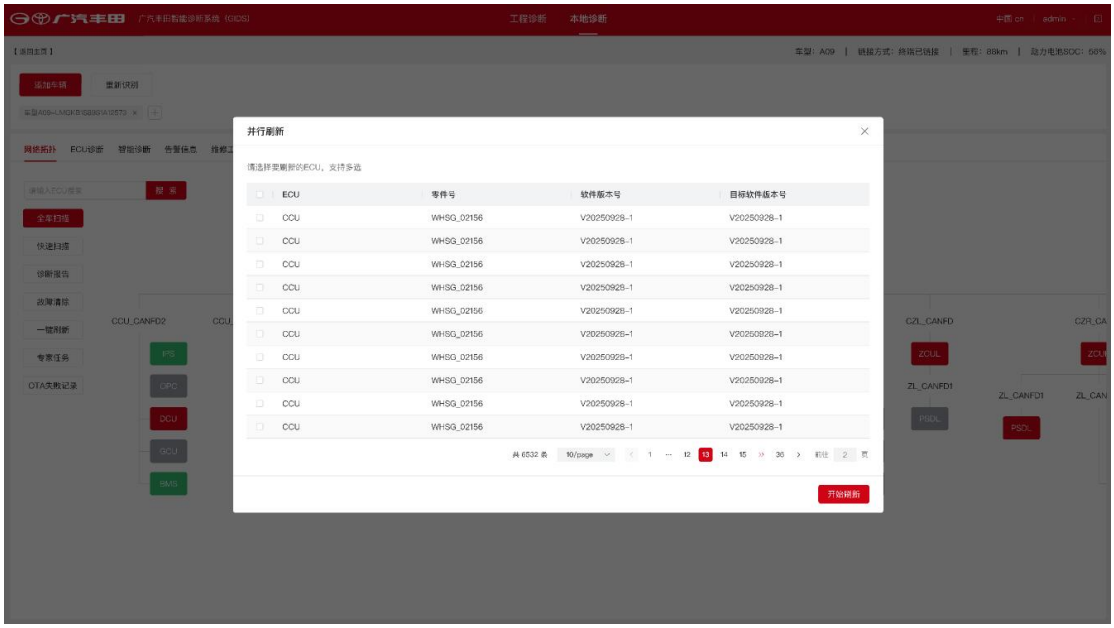


Figure 4-24 Parallel Refresh List

2. Select the ECU to be upgraded as needed, then click "Start Refresh", as shown in Figure 4-25 Selecting ECUs and Starting Refresh and Figure 4-26

Parallel Flashing in Progress. Enter the refresh interface; if the Stop button is clicked during flashing, it stops automatically when the ECU refresh reaches 100%.

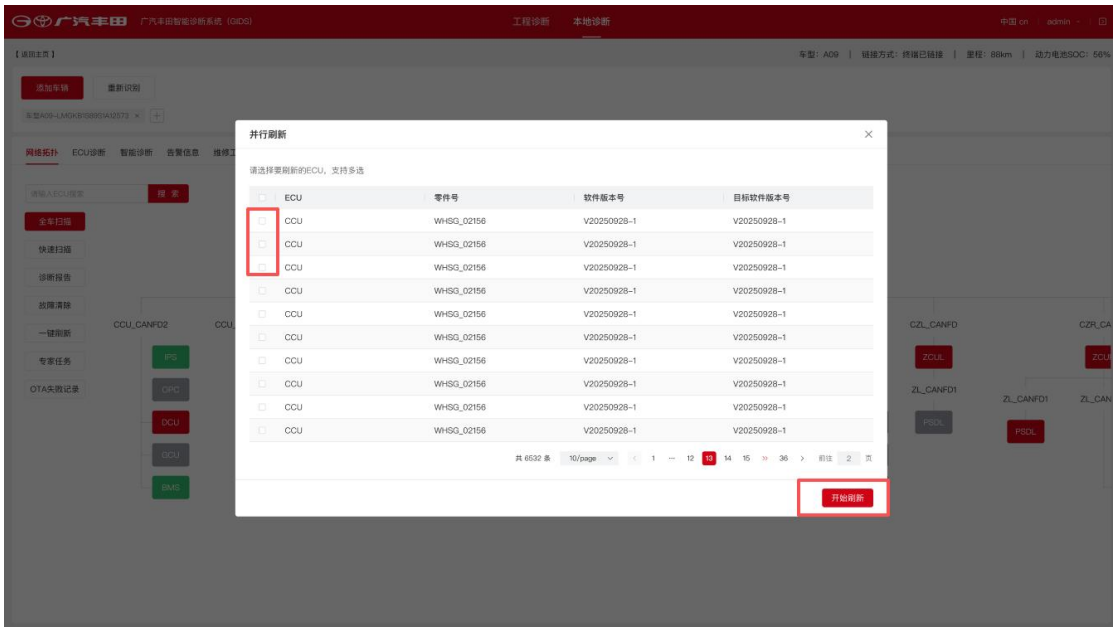


Figure 4-25 Selecting ECUs and Starting Refresh

Figure 4-26 Parallel Flashing in Progress

3. After the refresh is completed, a refresh report is provided, as shown in Figure 4-27 Flashing Success and Figure 4-28 Flashing Failure.

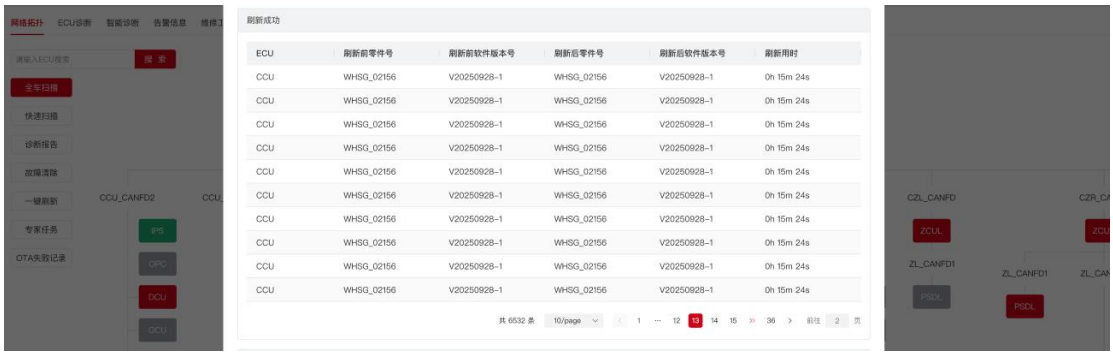


Figure 4-27 Flashing Success

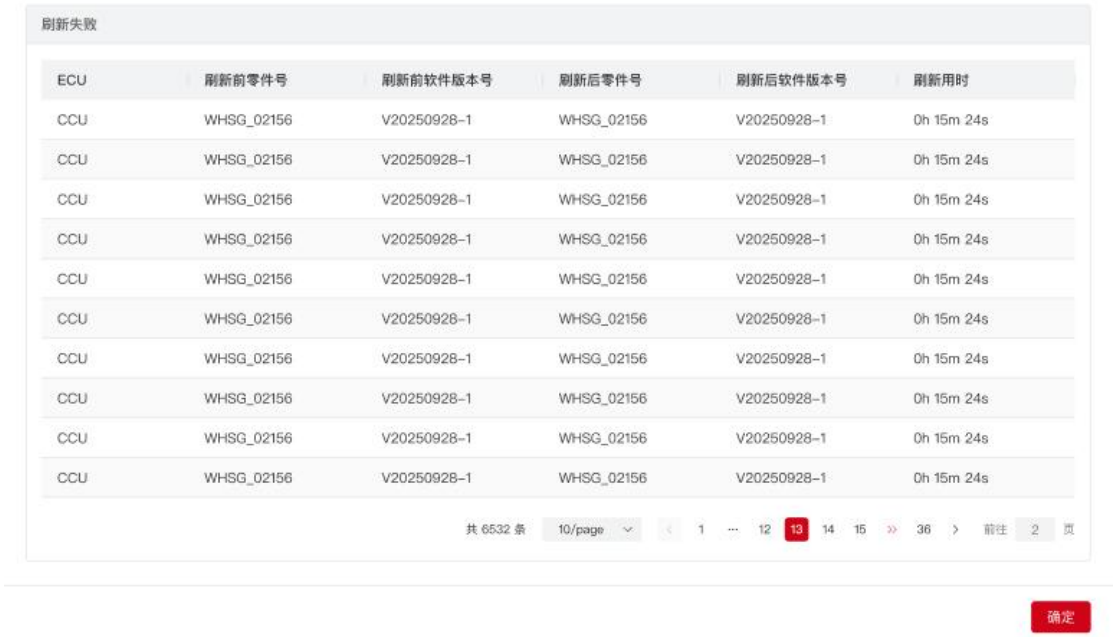


Figure 4-28 Flashing Failure

5 ECU Diagnosis

5.1 Overview

ECU Diagnosis is targeted diagnosis of a specific controller of the vehicle, including DTC query, ECU information reading, actuator tests, real-time display, ECU replacement, ECU flashing, etc.

The user can double-click an ECU on the network topology interface to enter its diagnosis screen, or directly click ECU Diagnosis and select the corresponding ECU to enter the ECU diagnosis screen, as shown in Figure 5-1 Clicking an ECU in Network Topology and Figure 5-2 Entering ECU Diagnosis.

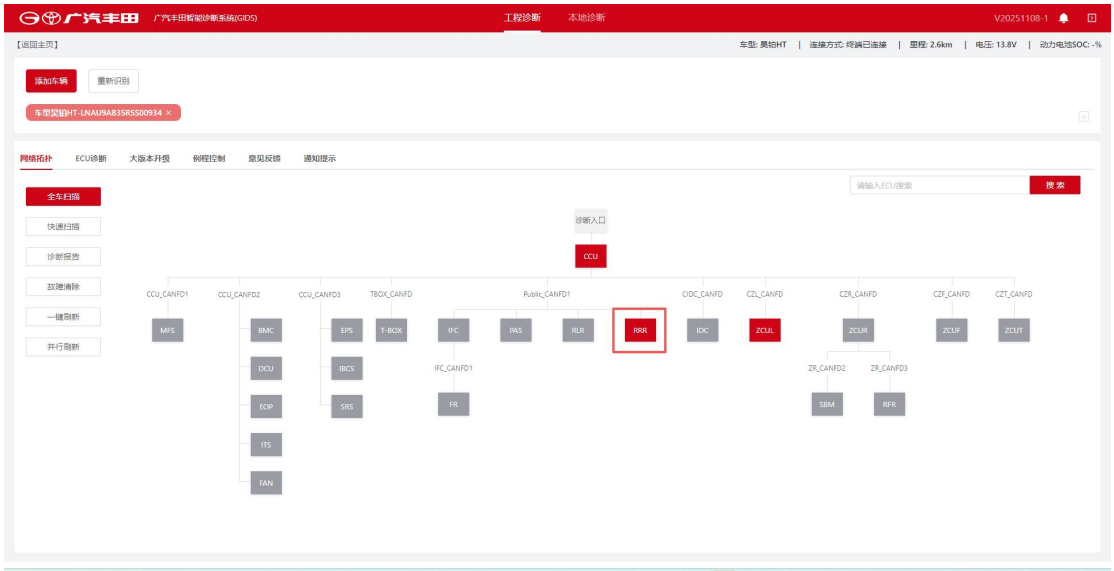


Figure 5-1 Clicking an ECU in Network Topology

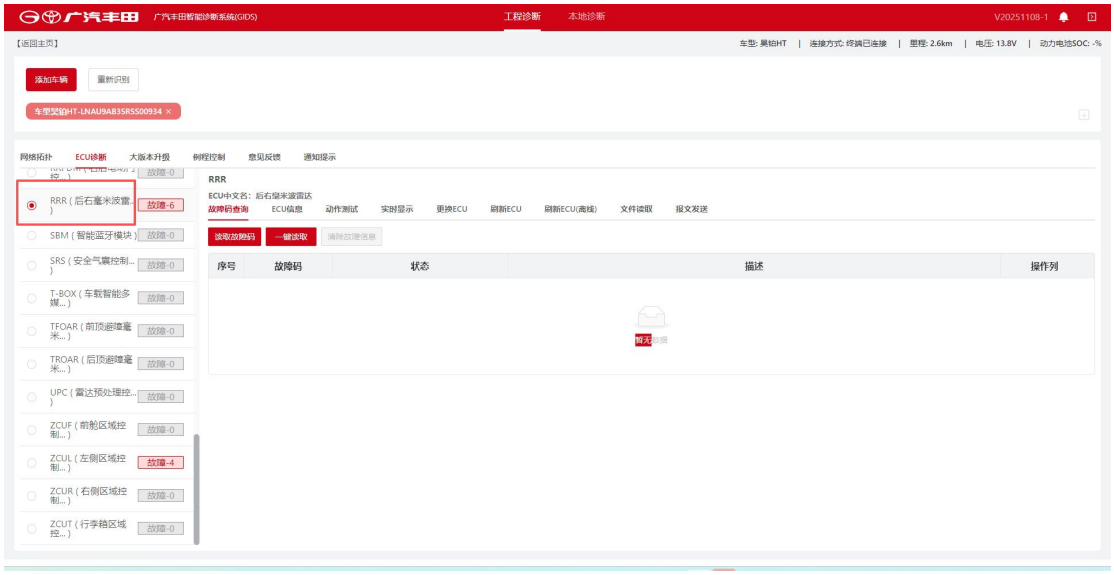


Figure 5-2 Entering ECU Diagnosis

5.2 DTC Query

1) Function Introduction

Used to read the DTCs of the ECU selected on the left, including current and history faults, for fault analysis of a single ECU.

1) Operation Instructions

1. After selecting the ECU to be read, click the "Read DTCs" button in the DTC Query section, as shown in Figure 5-3 Reading DTCs, and GIDS reads the DTCs from the vehicle and displays the current fault and history fault data.

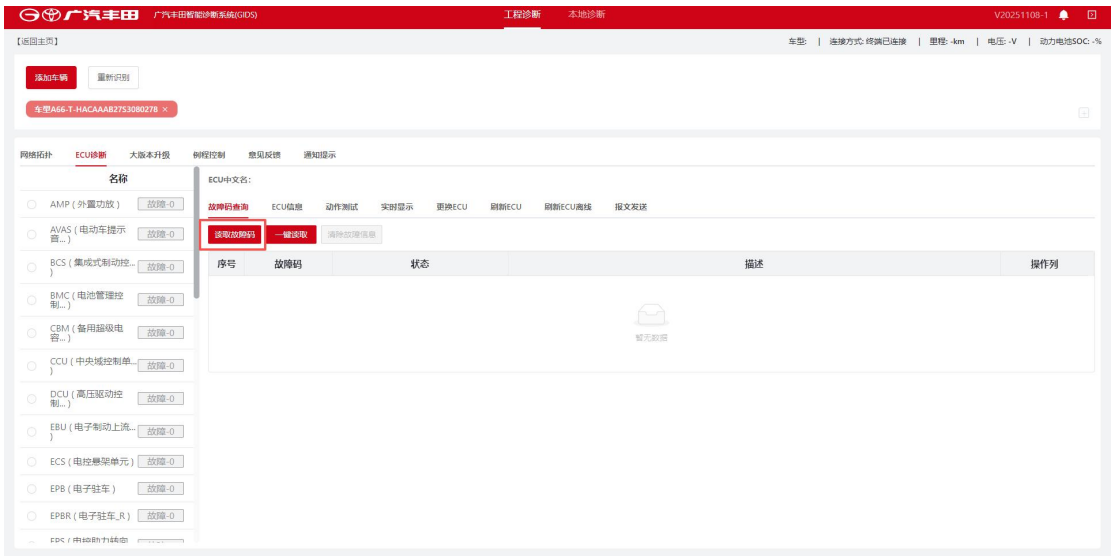


Figure 5-3 Reading DTCs

2. Click "Fault Details" to view the freeze frame data and troubleshooting steps of the DTC, as shown in Figure 5-4 Fault Details - Basic Information, and export is supported, as shown in Figure 5-4 Fault Details - Basic Information.

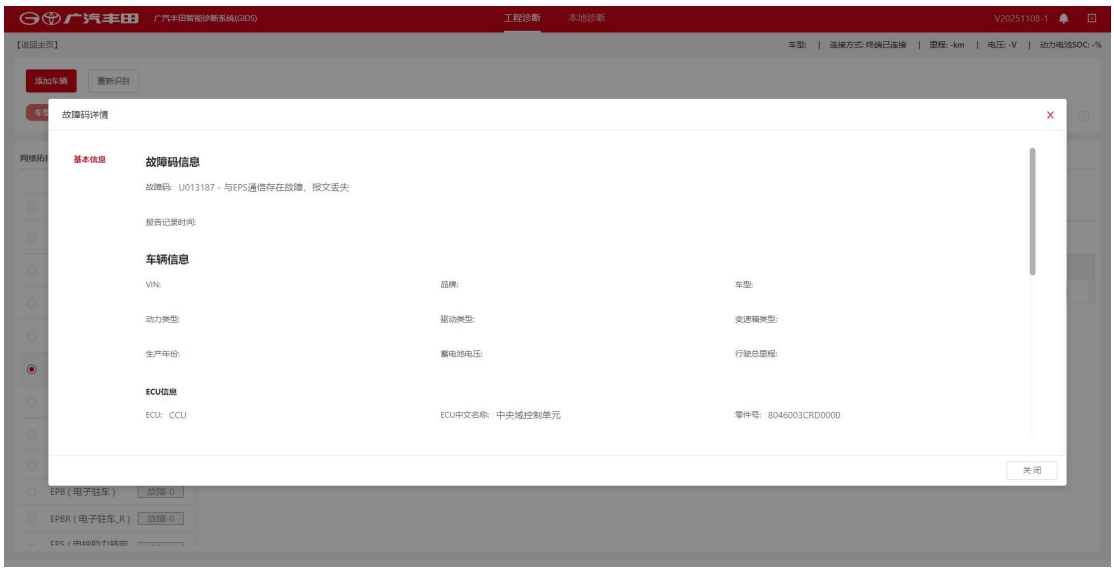


Figure 5-4 Fault Details - Basic Information

5. Click "Clear Fault Information", and GIDS clears the DTCs of the selected ECU and then re-reads the DTCs of that ECU, as shown in Figure 5-5 Clearing Fault Information.

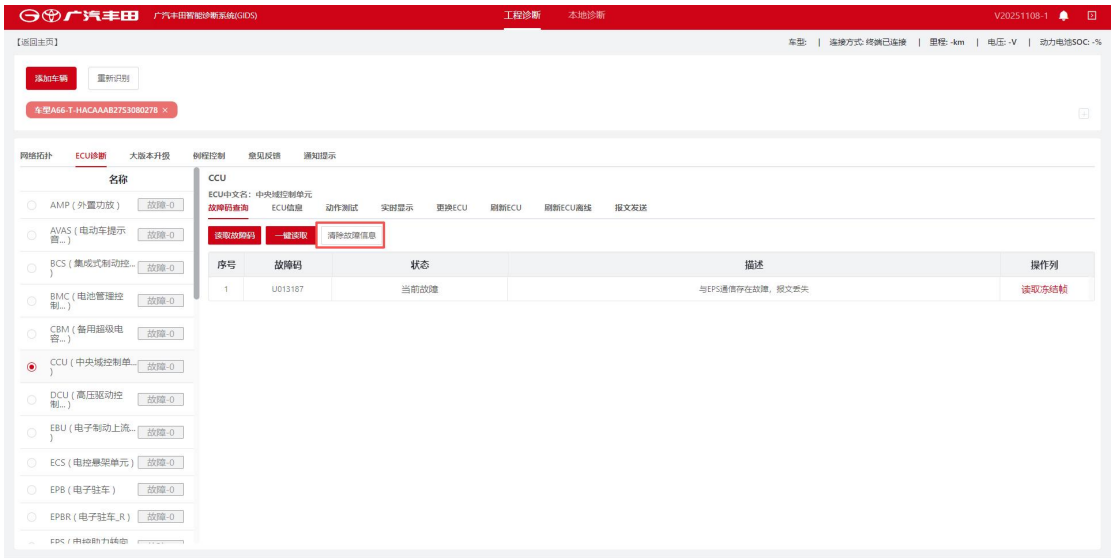


Figure 5-5 Clearing Fault Information

5.3 ECU Information

1) Function Introduction

Reads the basic data of the currently selected ECU, including but not limited to part number, software version number and hardware version number. Supports multiple ECU selection and multiple data item selection; the controller then reads different information according to the selection.

2) Operation Instructions

1. As shown in Figure 5-6 Select ECU and Figure 5-7 Select the Data Items to Read, then click "Read Data", as shown in Figure 5-8 Reading Data, and the system reads and displays the ECU data information, as shown in Figure 5-9 Content Display.

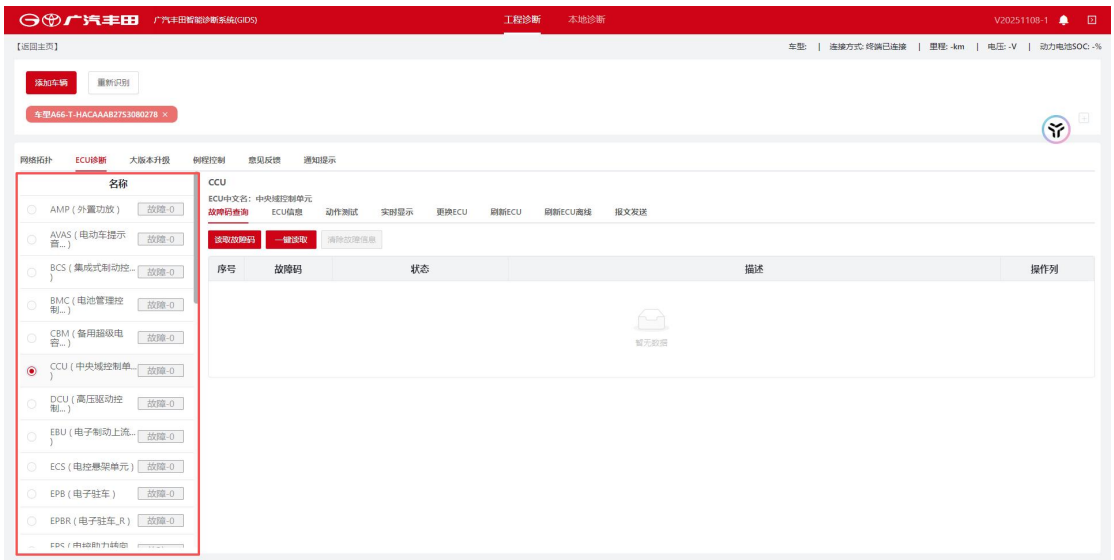


Figure 5-6 Select ECU

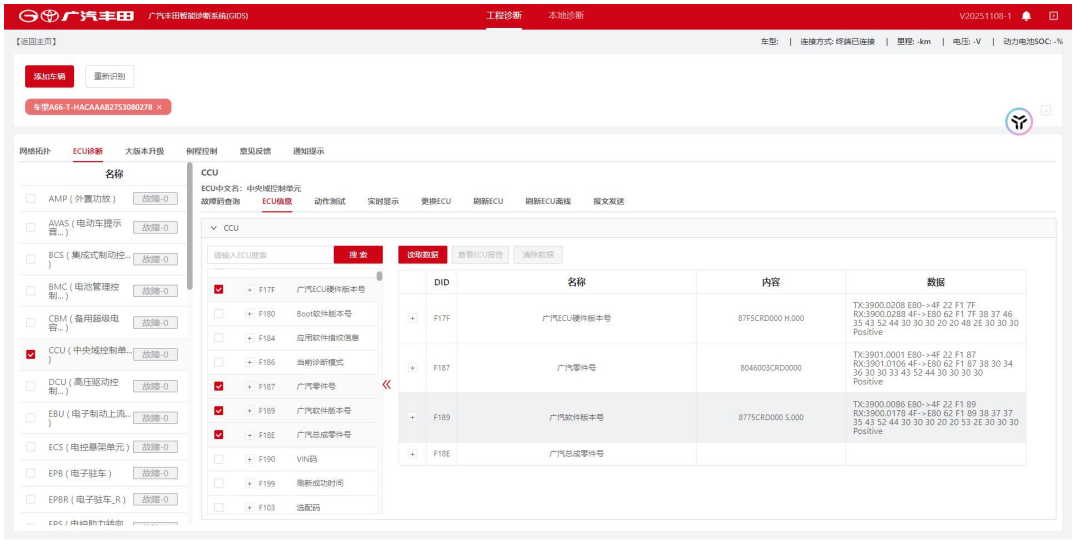


Figure 5-7 Select Data Items

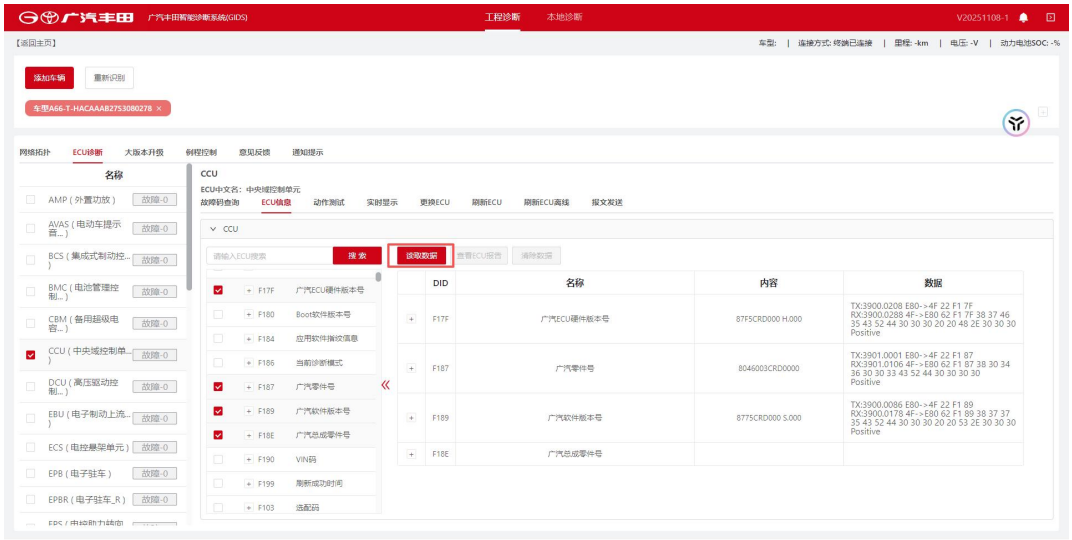


Figure 5-8 Reading Data

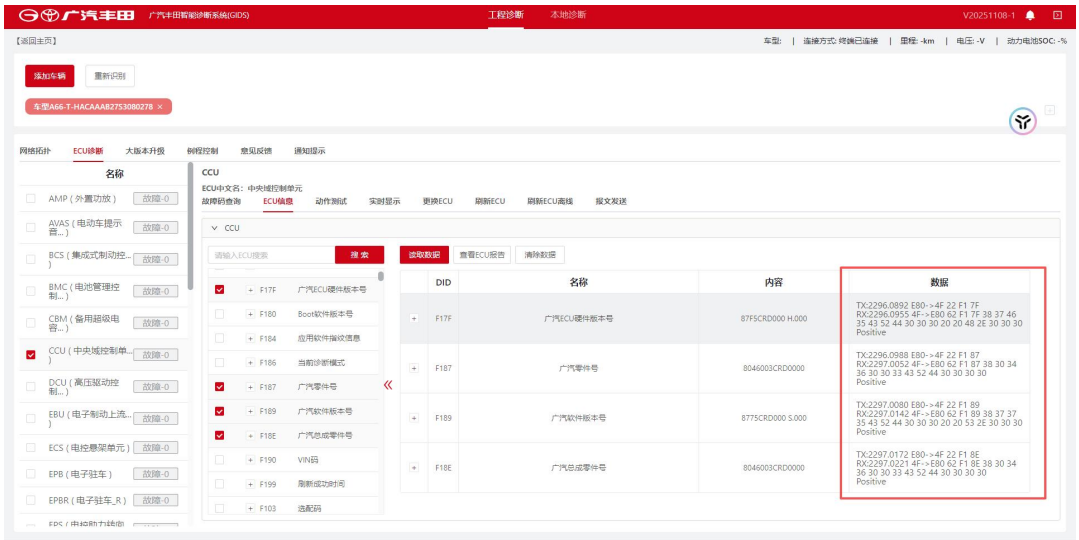


Figure 5-9 Content Display

Click "View ECU Report", as shown in Figure 5-10 Viewing the ECU Report, to display the data in detail as a report, with export support, as shown in

Figure 5-11 ECU Report and Figure 5-12 Export to Local.

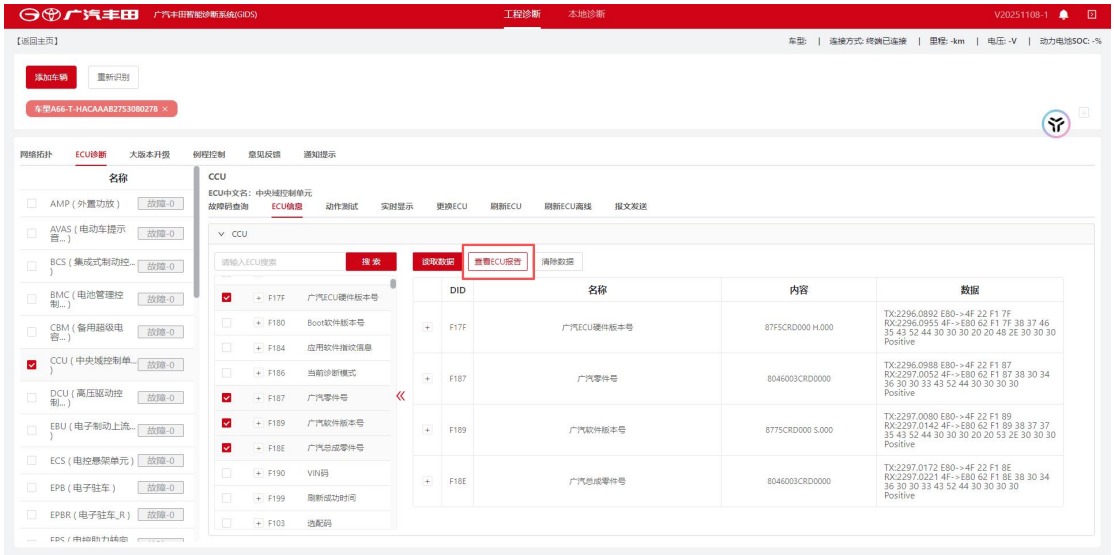


Figure 5-10 Viewing the ECU Report

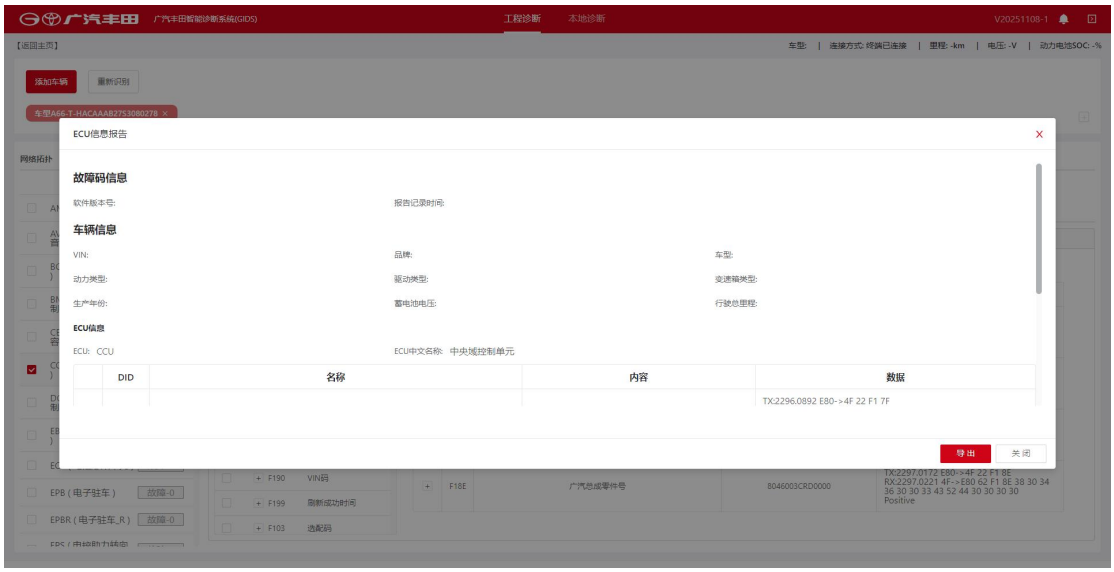


Figure 5-11 ECU Report

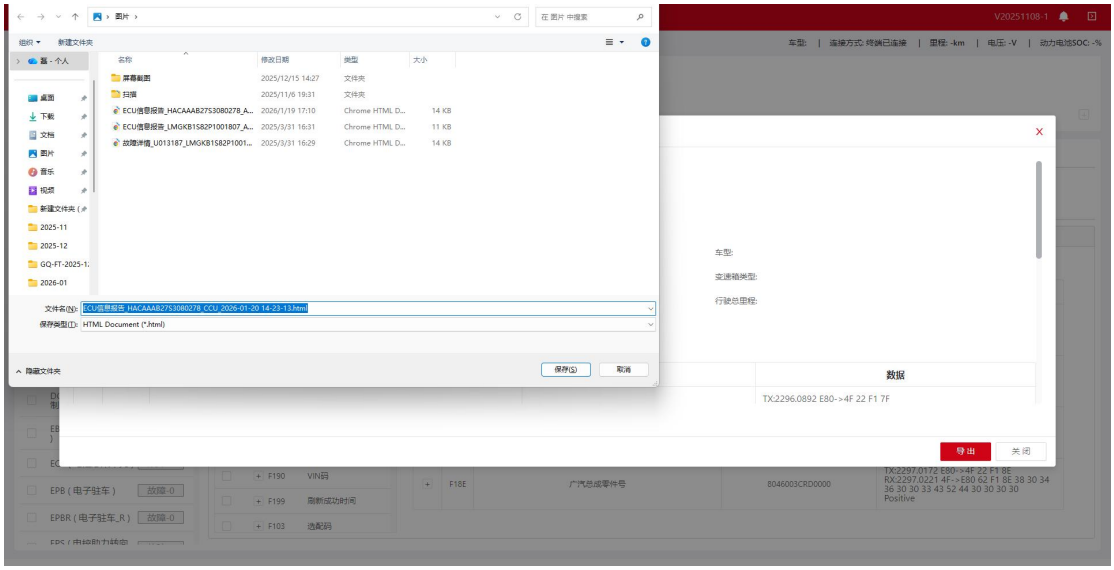


Figure 5-12 Export to Local

1. Click [Clear Data] to clear the queried data, as shown in Figure 5-13 Clear Data. After clearing, the data can be re-read.

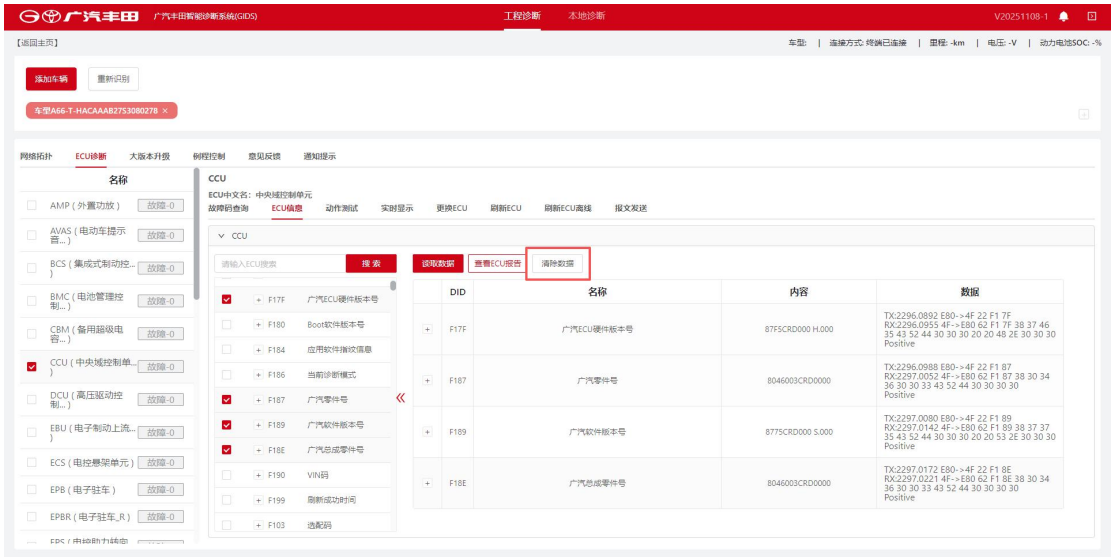


Figure 5-13 Clear Data

5.4 Actuator Test

1) Function Introduction

A function that actively controls the ECU to perform specific actions, used for debugging, repair and functional testing. For example, by sending commands to make the vehicle turn on lights, start the air conditioner, unlock doors, open the trunk, etc., to confirm whether the corresponding system is working properly.

2) Operation Instructions

Click Actuator Test as shown in Figure 5-14 to enter the Actuator Test page.

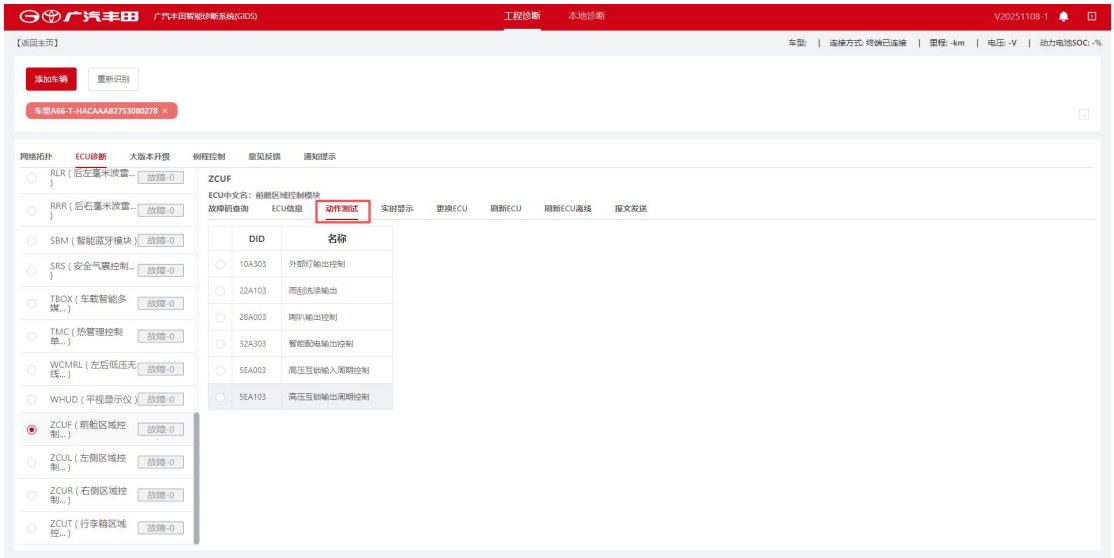


Figure 5-14 Actuator Test

Select the ECU and command name as shown in Figure 5-15, and choose the action to execute under the corresponding command on the right.

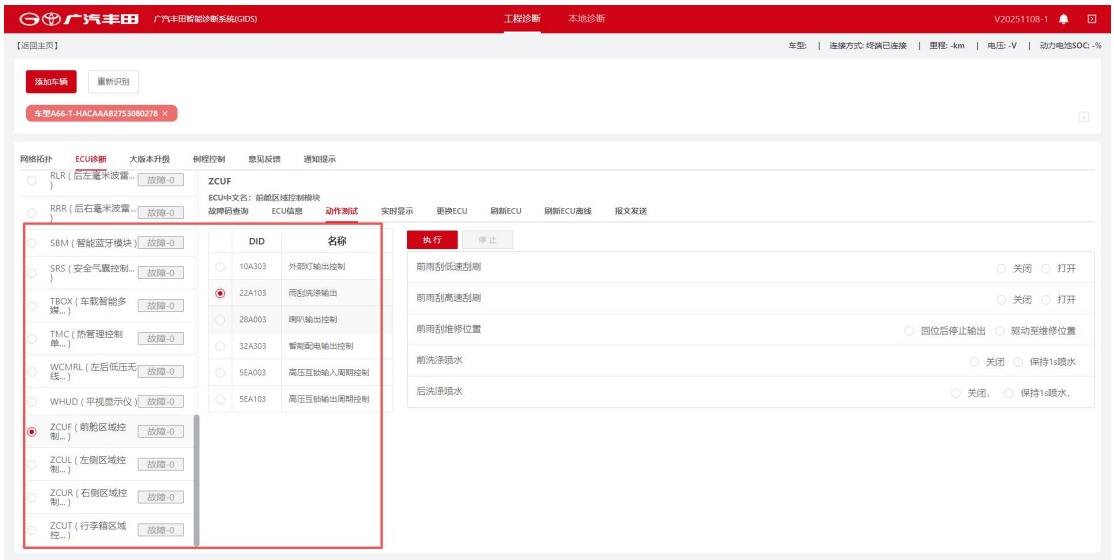


Figure 5-15 ECU and Command Name

After selection, click the Execute button as shown in Figure 5-16. The system sends the command to the corresponding ECU to perform the action, such as turning on lights, starting the air conditioner, opening the trunk, and a series of other actions.

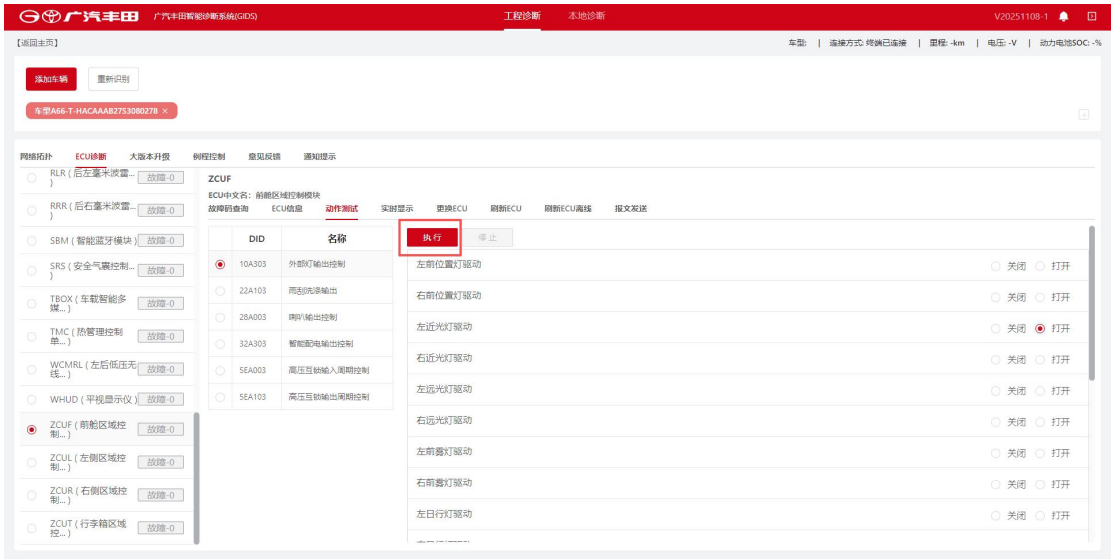


Figure 5-16 Execute Button

5.5 Real-Time Display

1) Function Introduction

This function is used to monitor and display, in real time and dynamically, the current values and changing trends of key data parameters inside the vehicle ECU. The user can select the sensor data, system status values, calculated values and diagnostic information of interest (such as engine speed, vehicle speed, coolant temperature, oxygen sensor voltage, DTC status, etc.). The system refreshes these data at millisecond level and usually presents them intuitively in the form of numeric lists, analog gauges or curve charts, helping the user quickly understand the vehicle's current operating status, verify component performance, and assist in the initial diagnosis and localization of faults.

2) Operation Instructions

Click Real-Time Display as shown in Figure 5-17 to enter the Real-Time Display page, and select in the left list bar, as shown in Figure 5-18 ECU and DID Name.

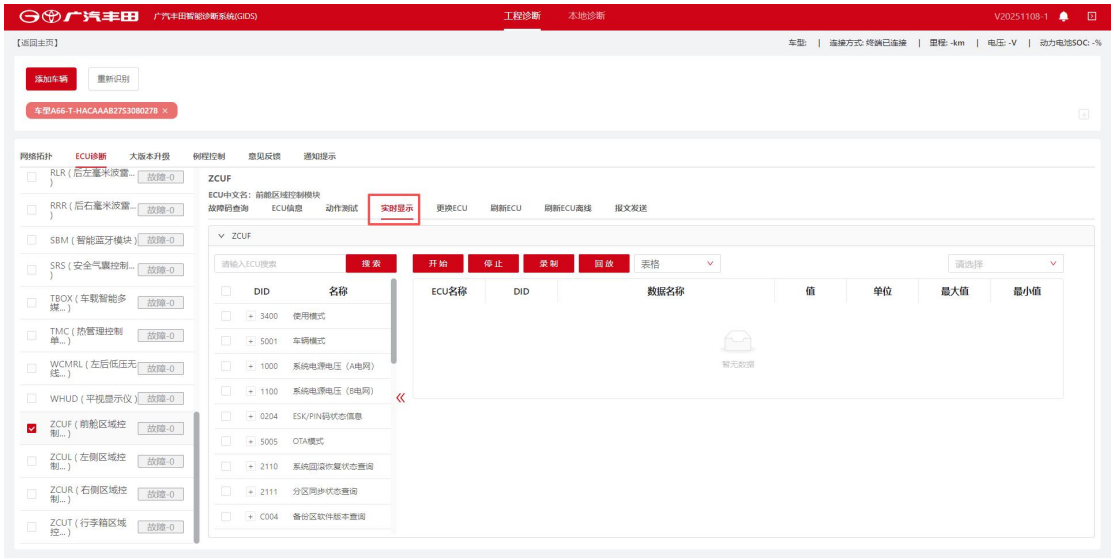


Figure 5-17 Real-Time Display

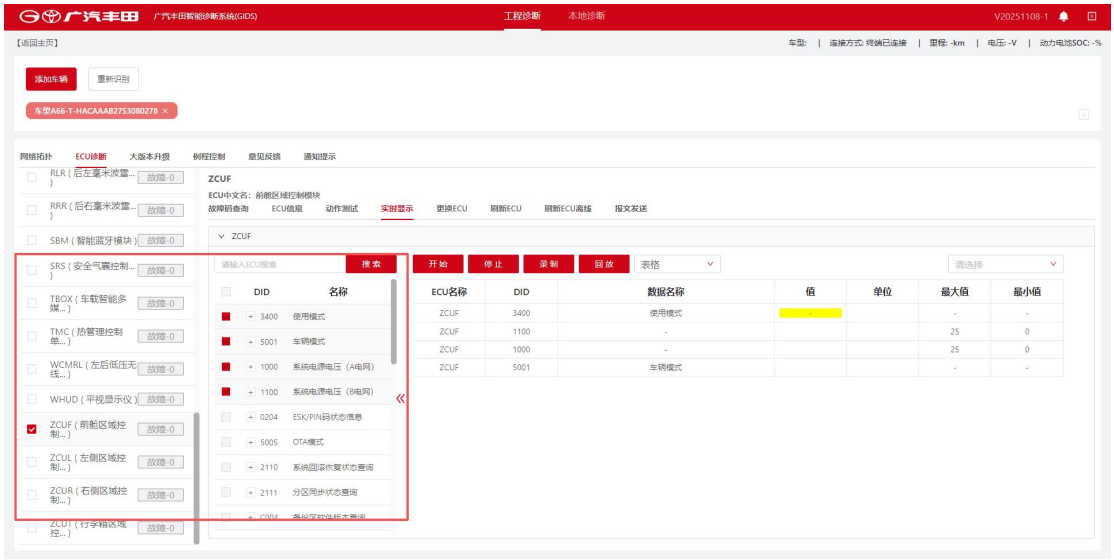


Figure 5-18 ECU and DID Name

The user can choose table display or chart display, as shown in Figure 5-19 Selecting Table or Chart.

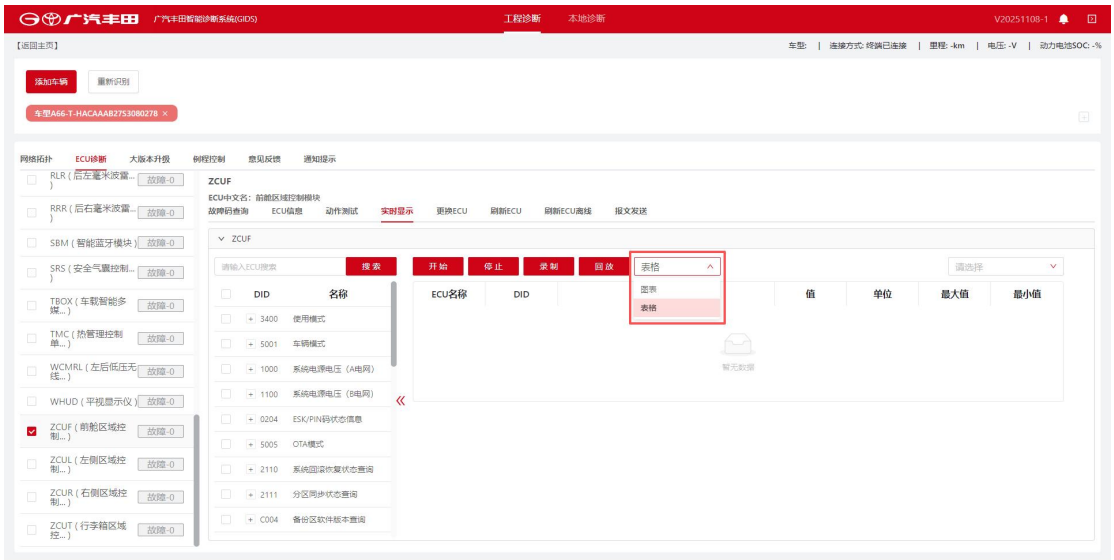


Figure 5-19 Selecting Table or Chart

On the far right, select the refresh interval for the real-time display data: 100ms, 200ms, 500ms or 1000ms, as shown in Figure 5-20

Refresh Time.

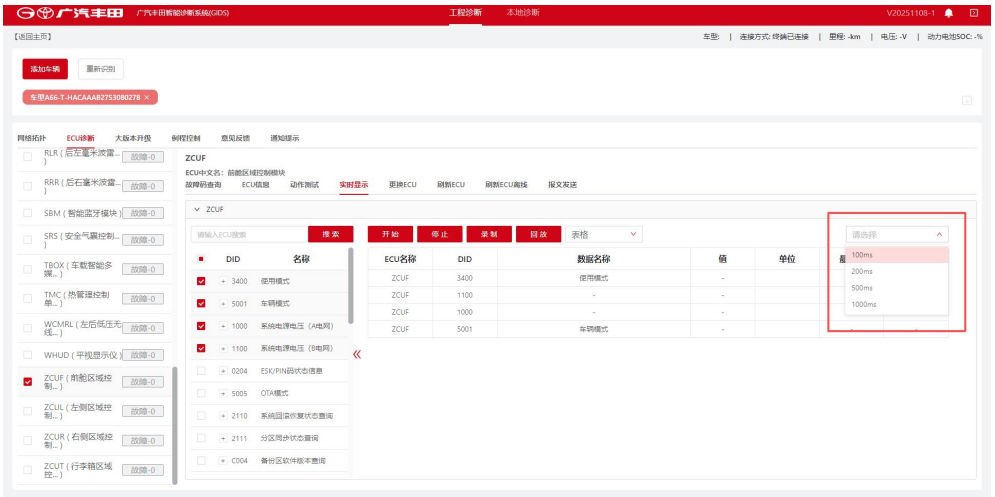


Figure 5-20 Refresh Time

Finally, click "Start", and the system begins collecting the sensor data, system status values, calculated values and diagnostic information of the corresponding vehicle ECU, according to the user's selection, as shown in Figure 5-21 Table Display and Figure 5-22 Chart Display.

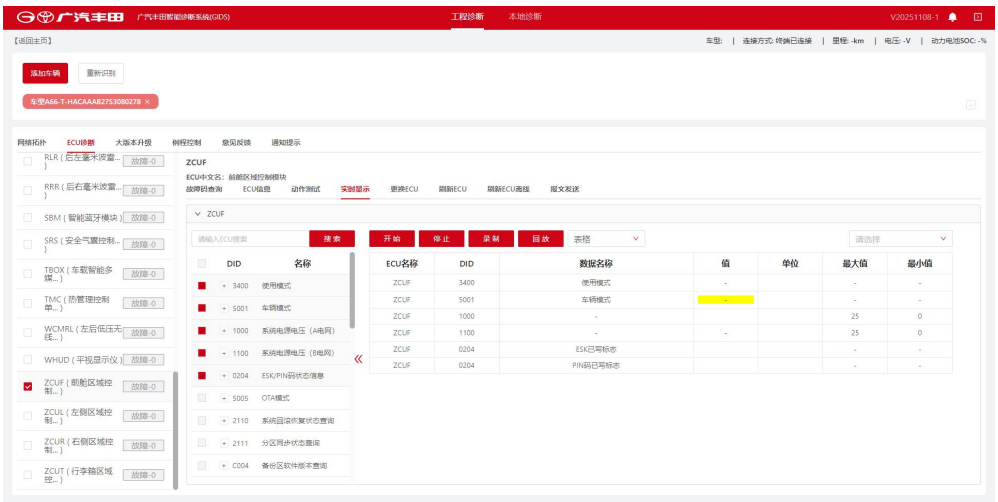


Figure 5-21 Table Display

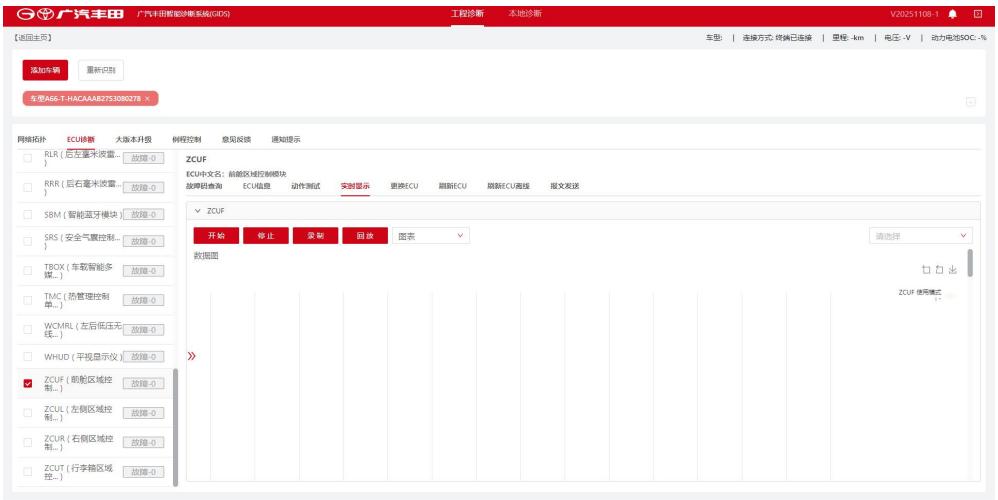


Figure 5-22 Chart Display

Click "Record" to start recording, as shown in Figure 5-23 Record Button, until "End Recording" is clicked, as shown in Figure 5-24 End Recording Button, then the recorded data of this segment can be saved locally, as shown in Figure 5-25 Save to Local Folder.

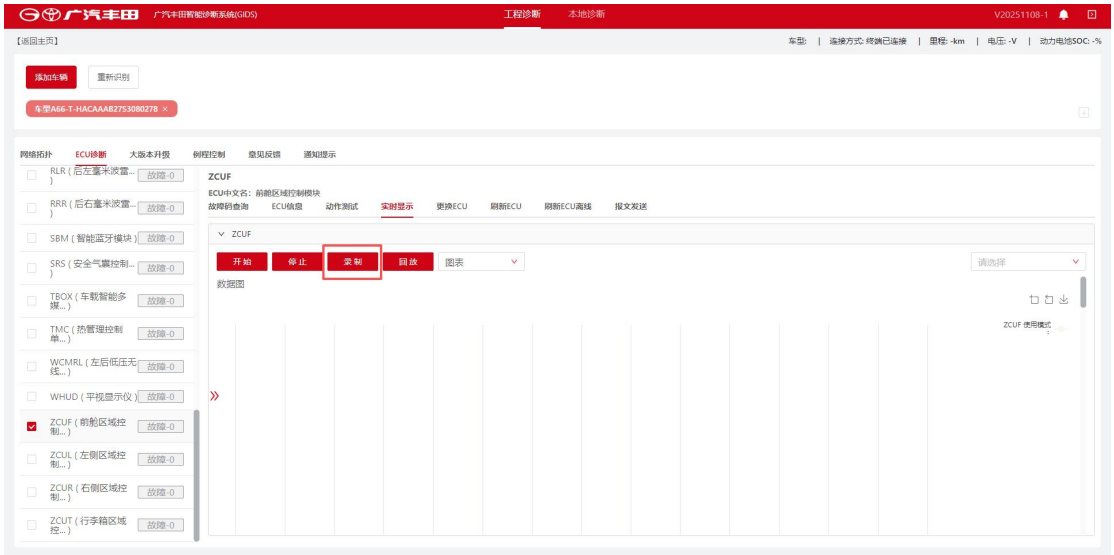


Figure 5-23 Record Button

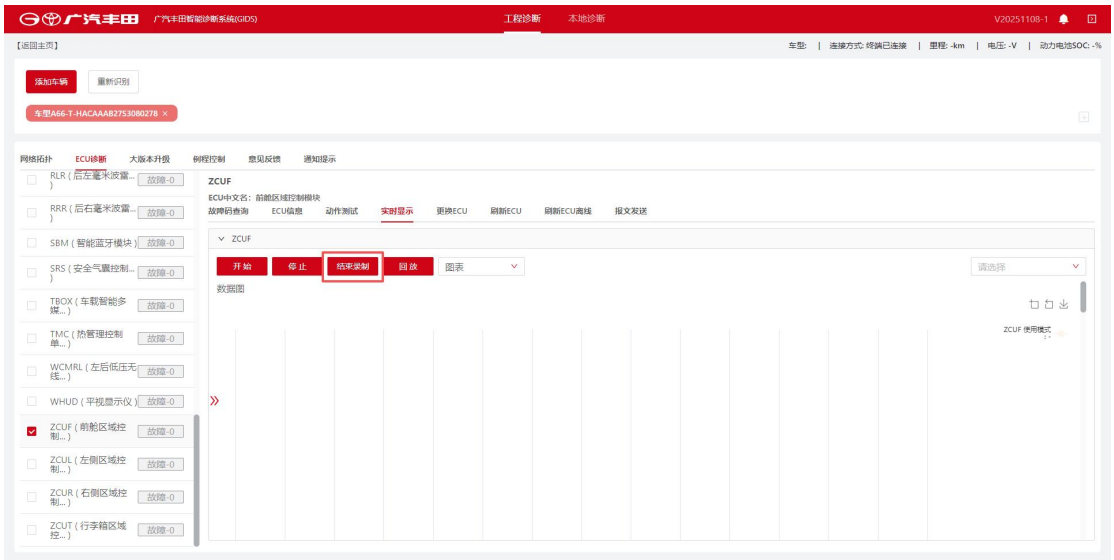


Figure 5-24 End Recording Button

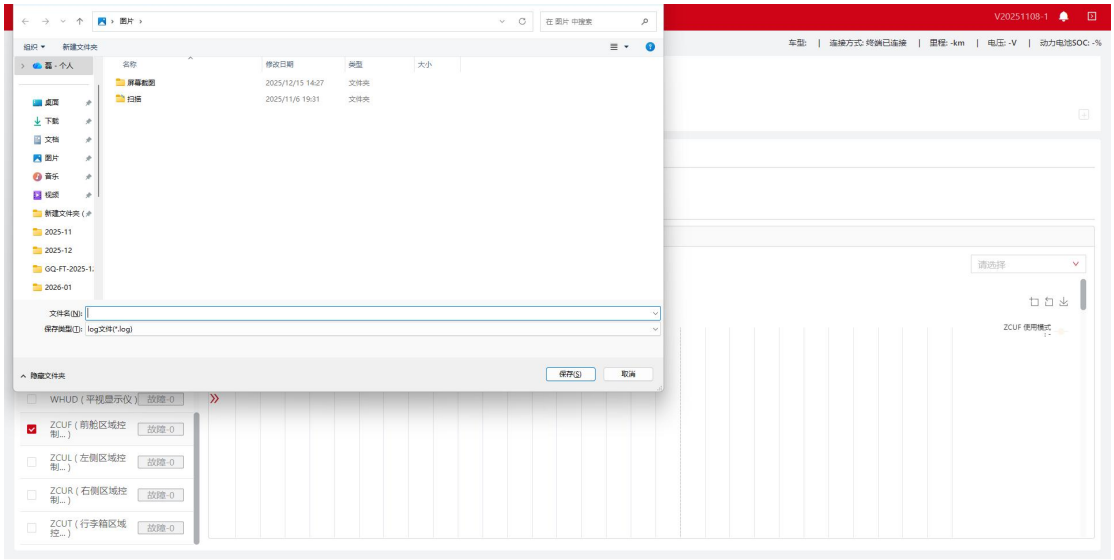


Figure 5-25 Save to Local Folder

5.6 ECU Replacement

1) Function Introduction

The ECU Replacement routine is used to run a replacement check on the ECU after it has been replaced.

It is a standardized procedure designed specifically for vehicle ECU replacement operations, mainly used for:

1. Replacement Check and Confirmation: After installing a new or replacement ECU, a series of necessary initialization, calibration and matching steps are performed to ensure that the new ECU can be correctly recognized by the vehicle network and function normally.

2. Data Migration and Synchronization: Specific vehicle information, anti-theft data, mileage data or other important configuration parameters stored in the old ECU are safely written into the new ECU (where applicable).

3. System Function Verification: A series of self-checks and diagnostics are run to confirm that the new ECU fully matches the other vehicle modules (such as the instrument cluster, anti-theft system and transmission) in data communication and control logic, meeting the original manufacturer requirements.

2) Operation Instructions

Click ECU Replacement as shown in Figure 5-26 to enter the ECU Replacement page, and select the ECU and replacement routine name on the left, as shown in Figure 5-27 ECU and Replacement Routine List.

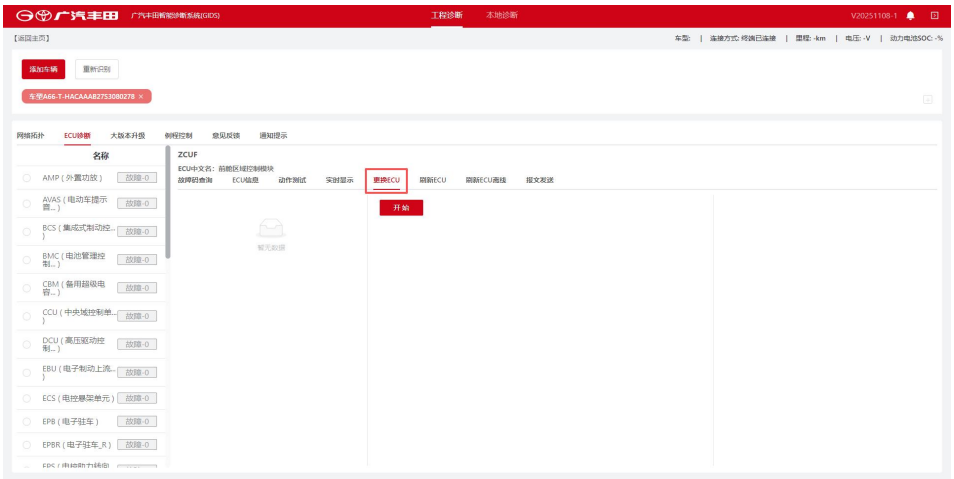


Figure 5-26 ECU Replacement

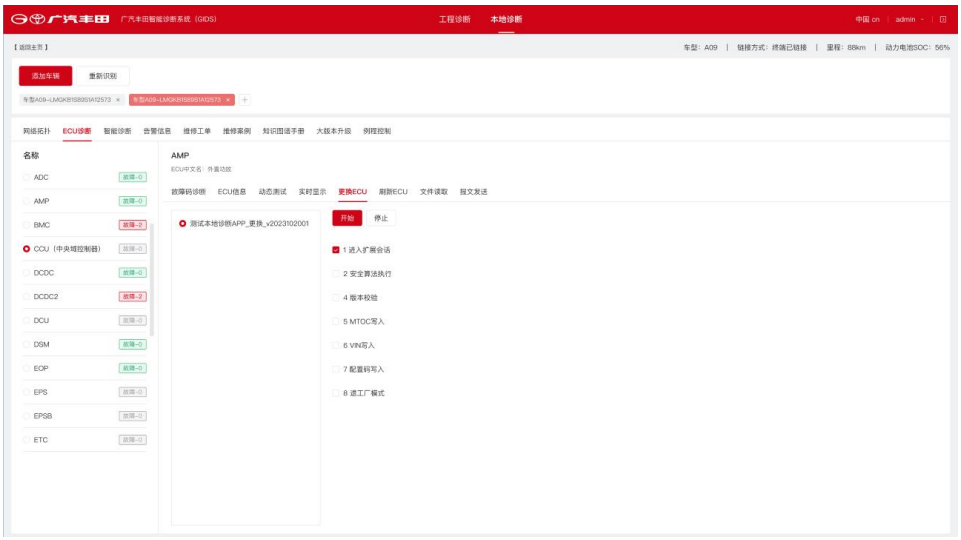


Figure 5-27 ECU and Replacement Routine List

Then click "Start", and the system automatically performs the ECU replacement routine check, as shown in Figure 5-28 Replacement Routine.

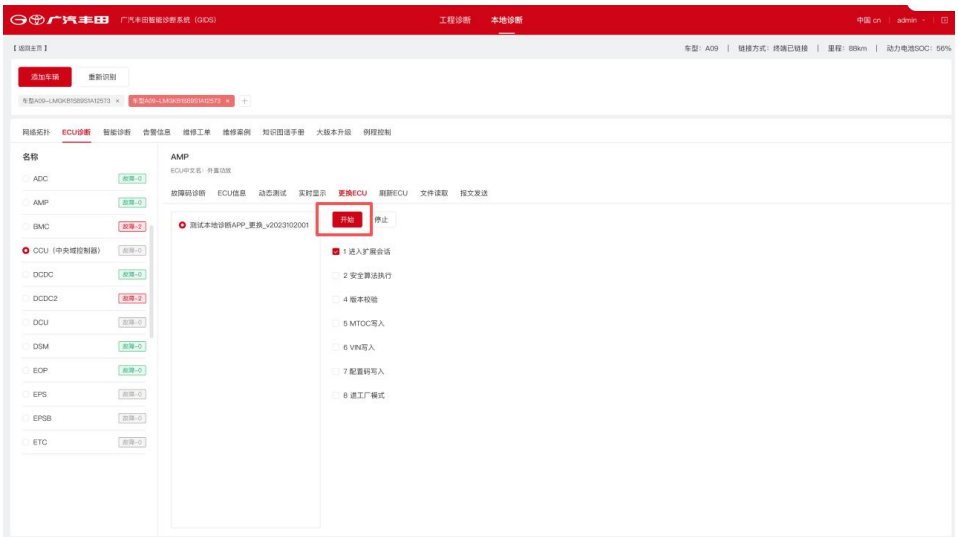


Figure 5-28 Replacement Routine

5.7 ECU Flashing (Online)

1) Function Introduction

This function is dedicated to program refreshing, software version upgrades or firmware updates for a single vehicle ECU. Cloud version acquisition: the user does not need to store software files locally; the system connects to the cloud server via the Internet and obtains the latest officially authorized software version in real time. (Note: In engineering mode, all upgradable versions are obtained, including older versions.)

2) Operation Instructions

In Local Diagnosis mode, only the latest version is read, and the latest cloud ECU software package is downloaded for updating.

In engineering mode, all software versions of the ECU are read for selection, and the user can choose a version to flash.

Select the corresponding version and click Flash.

Enter the flashing process page, as shown in Figure 5-29 Flashing in Progress. After flashing is completed, success or failure and the failure reason are displayed.

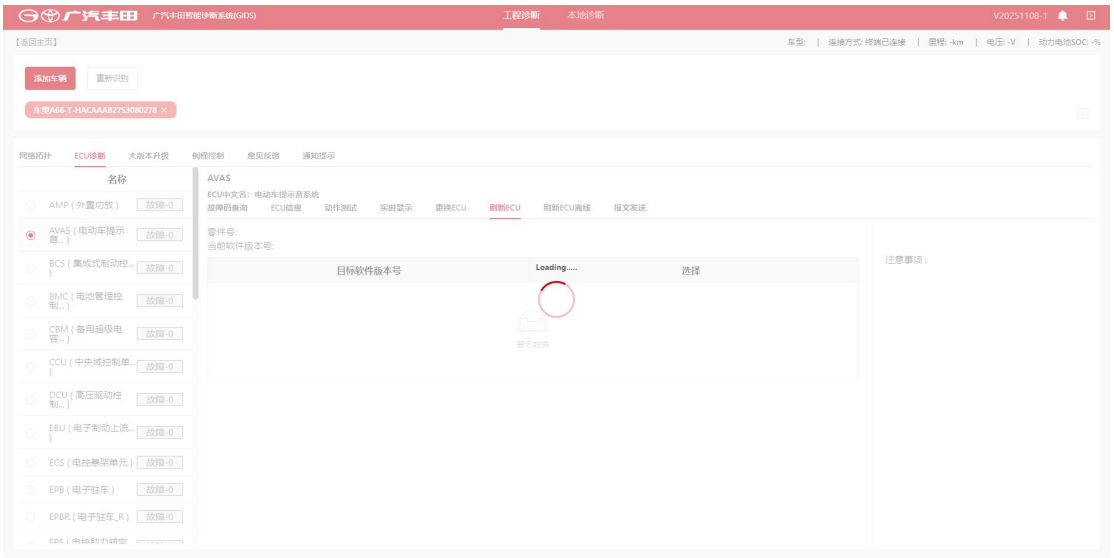


Figure 5-29 Flashing in Progress

5.8 ECU Flashing (Offline)

1) Function Introduction

Used to flash a single ECU for software version updates; this flashing is executed through a local flashing software package.

This function is dedicated to program refreshing, software version upgrades or firmware updates for a single vehicle ECU. Local software package execution: The flashing process relies on the software installation package files already present locally. The system uses the flashing packages or files stored on the local computer to execute the program update.

2) Operation Instructions

Click ECU Flashing (Offline) as shown in Figure 5-30 to enter the ECU Flashing (Offline) page.

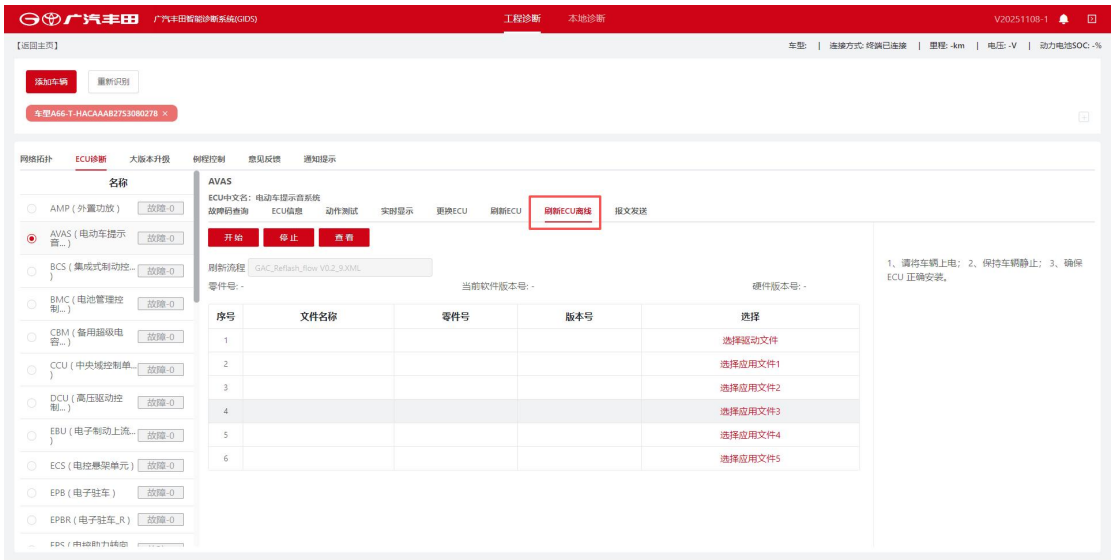


Figure 5-30 ECU Flashing (Offline)

In the list, select the software version file to be flashed, as shown in Figure 5-31 Offline Version Files and Figure 5-32 Selecting a Local Computer File.

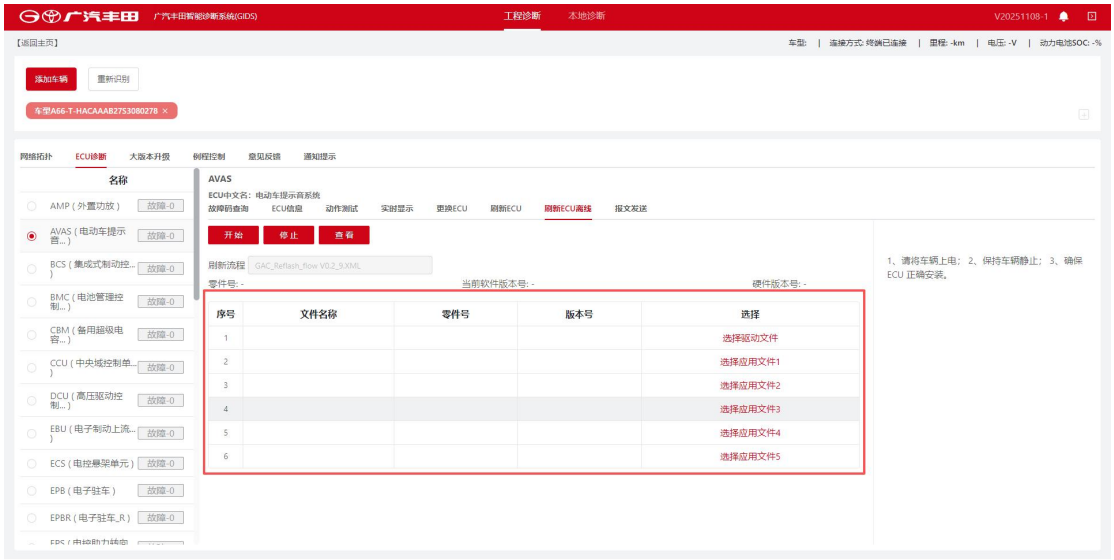


Figure 5-31 Offline Version Files

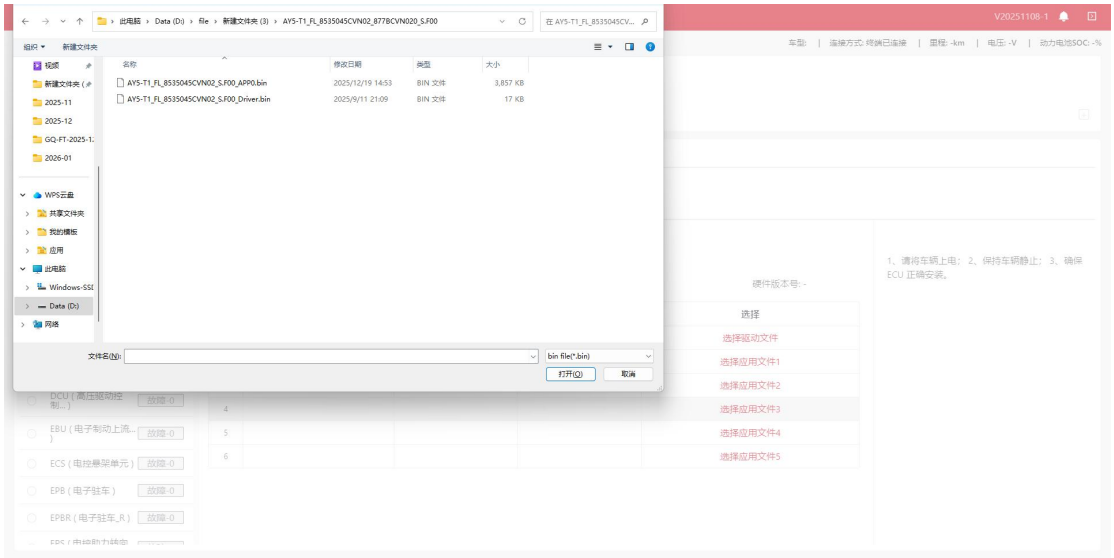


Figure 5-32 Selecting a Local Computer File

Click "Start", as shown in Figure 5-33 Start Button, to enter the flashing process, as shown in Figure 5-34 Offline Flashing in Progress. After flashing is completed, success or failure and the failure reason are displayed.

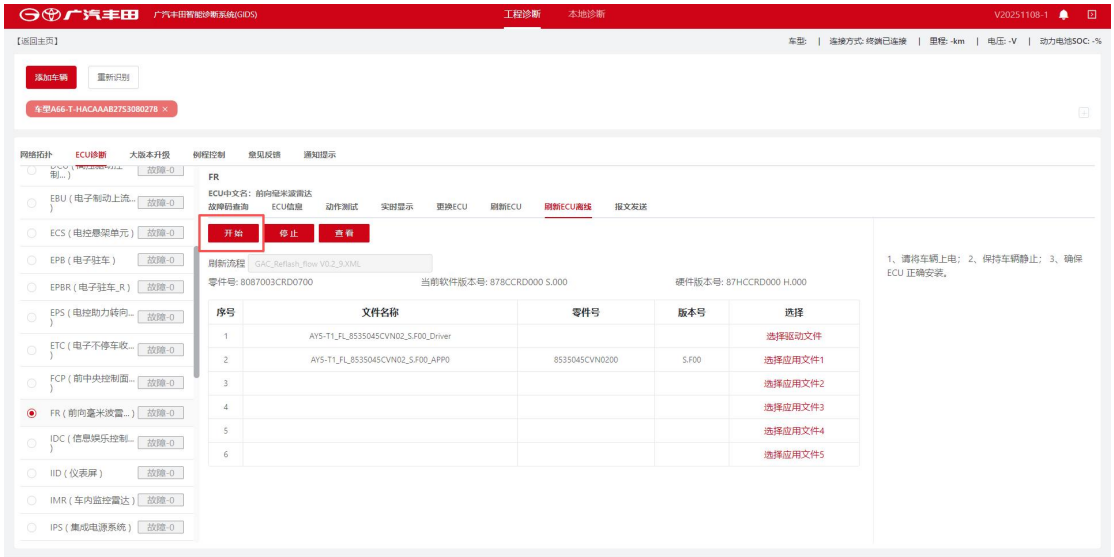


Figure 5-33 Start Button

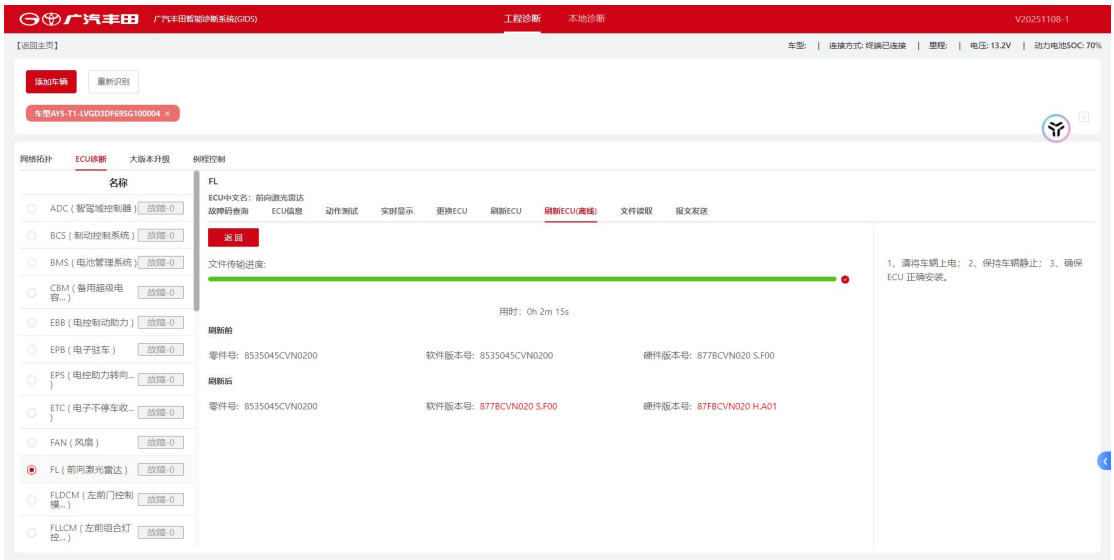


Figure 5-34 Offline Flashing in Progress

5.9 Message Transmission

1) Function Introduction

This function is used to send custom diagnostic command messages to the vehicle's electronic control units (ECUs) or the vehicle bus system. It is a basic and core diagnostic tool, with the following main objectives:

Communication Connection Verification: By sending test commands (such as Tester Present), quickly verify that the physical connection and communication protocol between the diagnostic tool and the target ECU are established correctly, ensuring a smooth diagnostic session.

Fault Information Query: Send standard diagnostic service requests (such as reading DTCs) to check whether the vehicle currently has stored fault codes and status information.

Customized Diagnostic Operations: Allow technicians to send specific diagnostic service requests manually or via scripts (such as reading data streams, controlling actuators, or entering extended diagnostic sessions) for low-level, precise diagnostic tests and function activation.

2) Operation Instructions

1. Select the ECU, as shown in Figure 5-35 Message Transmission. Click the Message Transmission tab, then click [Add].

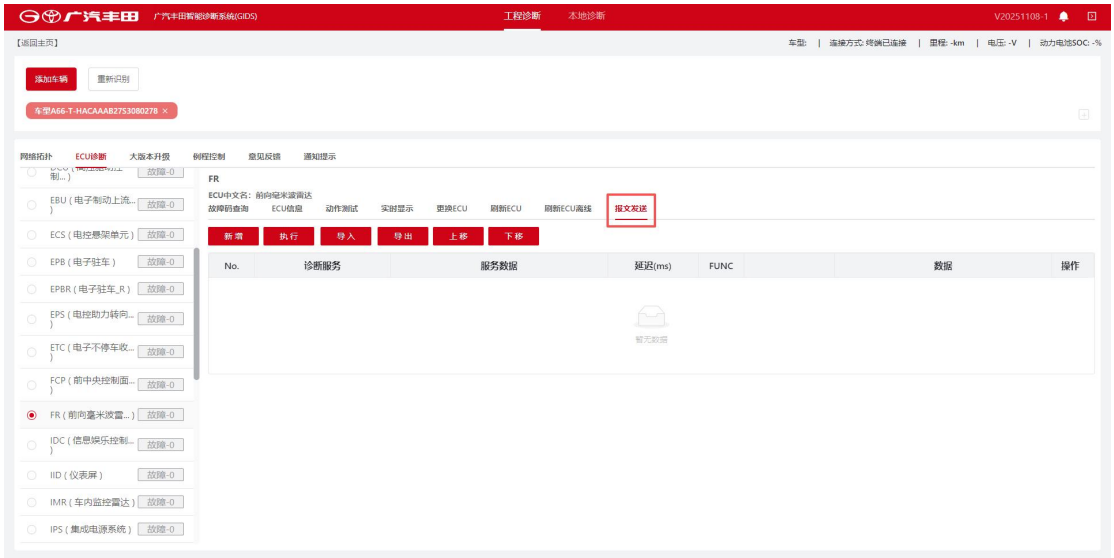


Figure 5-35 Message Transmission

2. Click [Import], as shown in Figure 5-36 Import Button and Figure 5-37 Using a Local File, to import content that conforms to the diagnostic message format.

The system can correctly recognize and read it. Alternatively, click [Add], as shown in Figure 5-38 Add, to add a diagnostic service and select the required service under "Diagnostic Service", as shown in Figure 5-39 Selecting a Diagnostic Service.

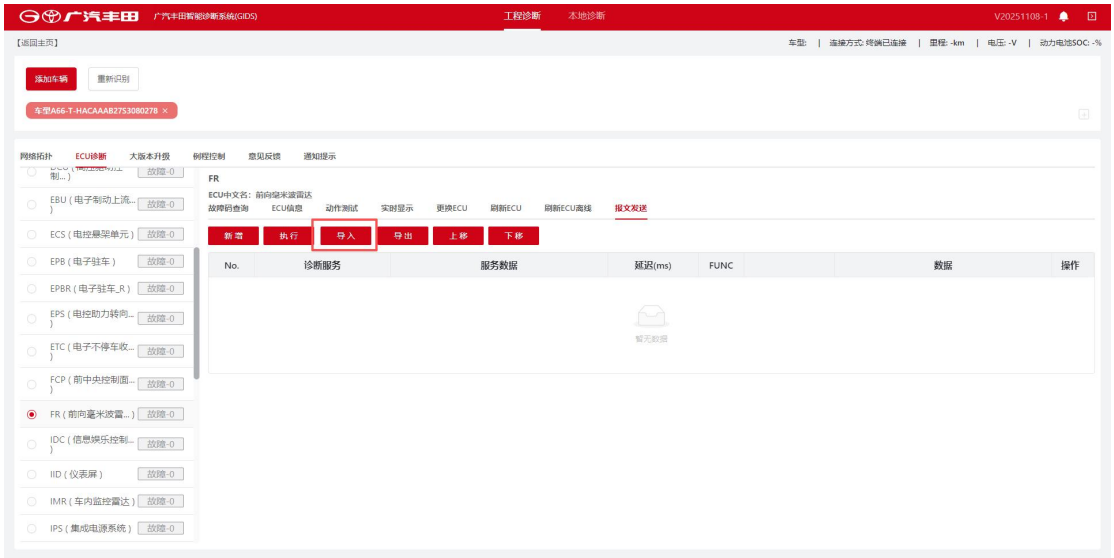


Figure 5-36 Import Button

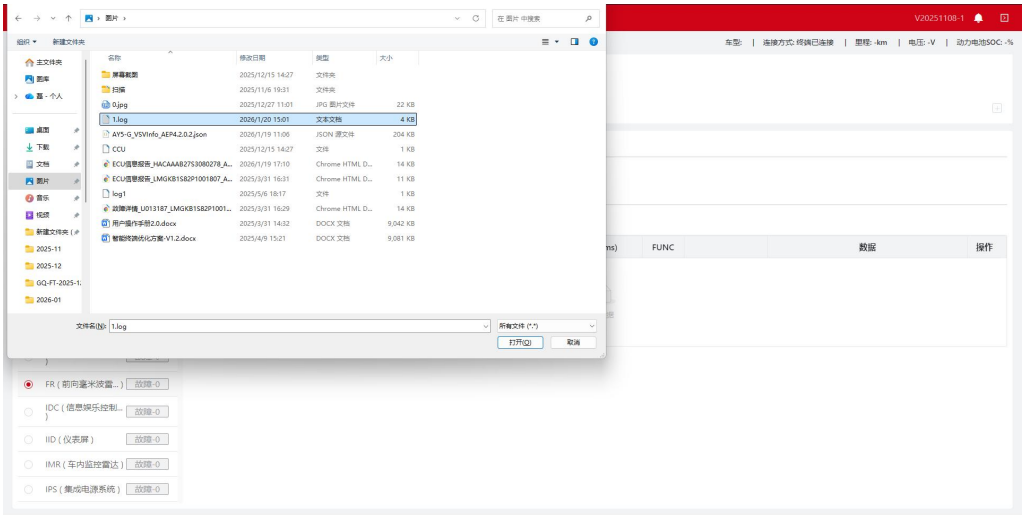


Figure 5-37 Using a Local File

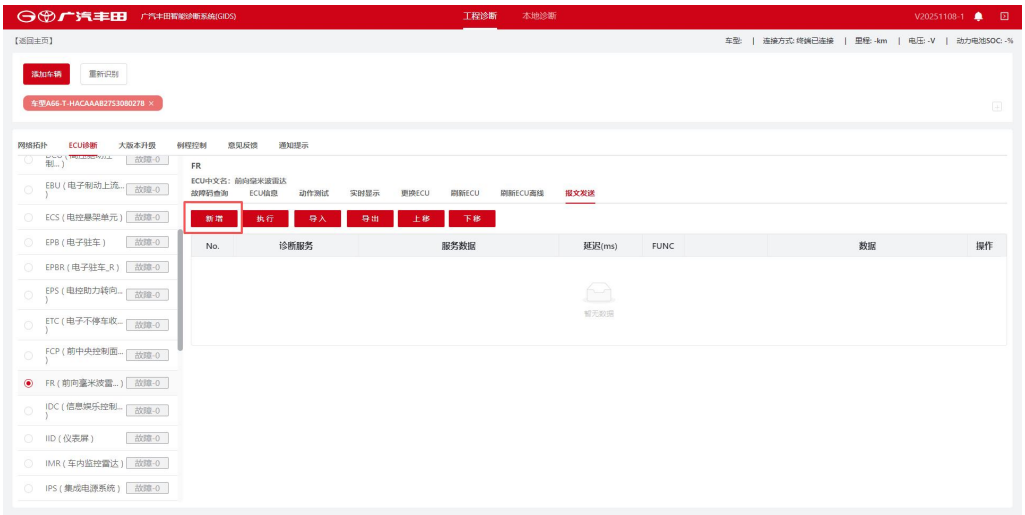


Figure 5-38 Add

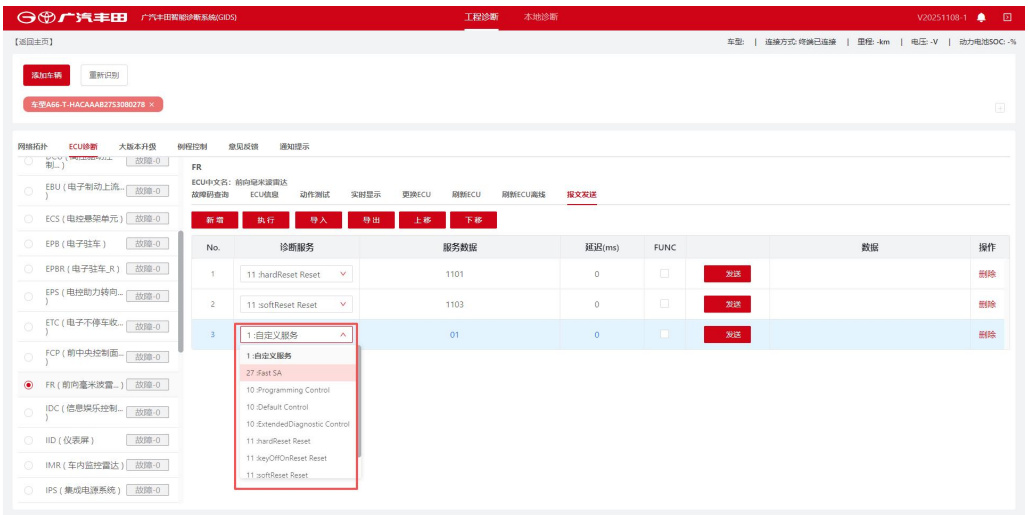


Figure 5-39 Selecting a Diagnostic Service

Check FUNC to use functional addressing, meaning all controllers of the vehicle will receive the command. Click [Send], as shown in Figure 5-40 Sending Commands, and the data information is displayed.

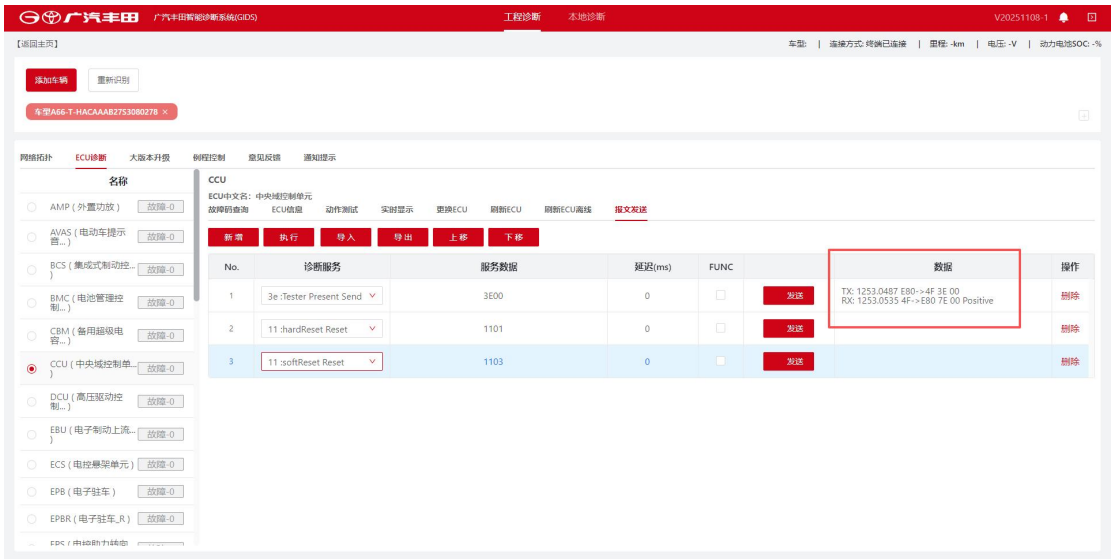


Figure 5-40 Sending Commands

3. Click [Export], as shown in Figure 5-41 Export File, to export the data file.

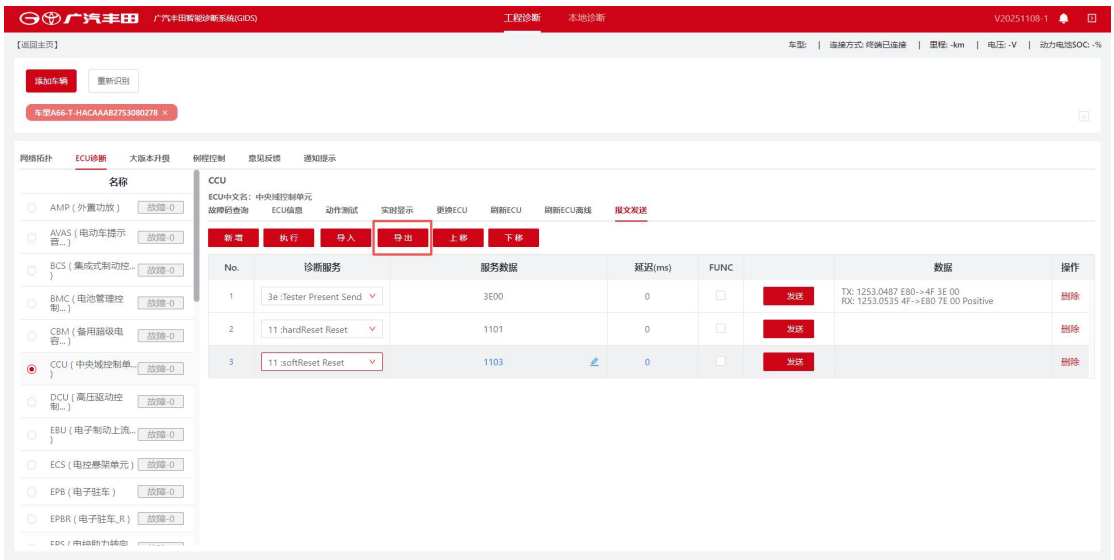


Figure 5-41 Export File

Select the export path on the local computer, enter the file name, and click [Save]. The diagnostic message content is exported as a file to the specified local path, as shown in Figure 5-42 Specified Path.

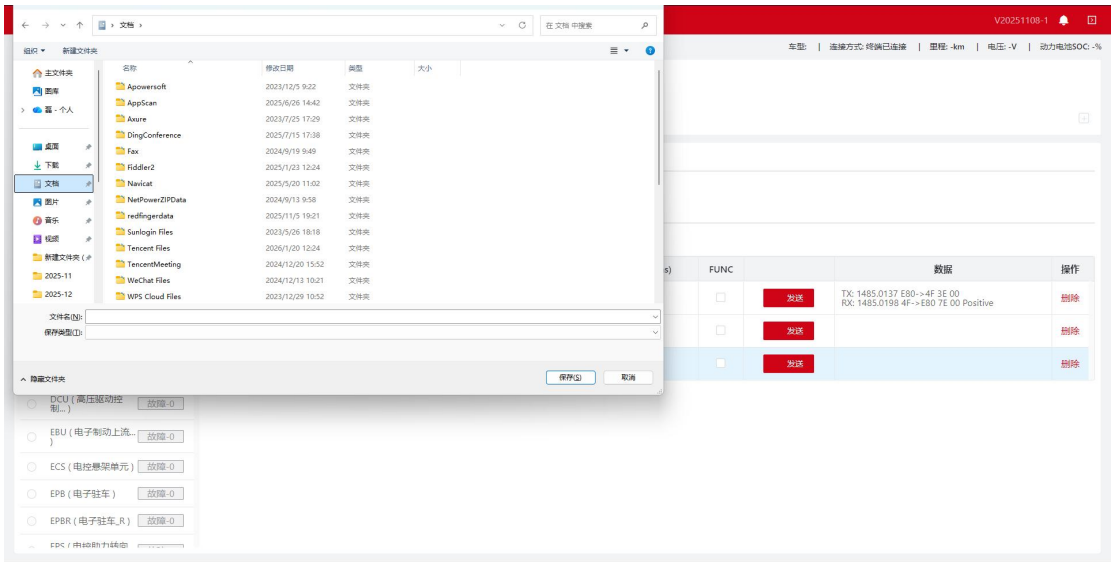


Figure 5-42 Specified Path

4. Deleting diagnostic messages is supported. Select the corresponding diagnostic service in the list and click [Delete], as shown in Figure 5-43 Delete. The deleted message is no longer present in the list.

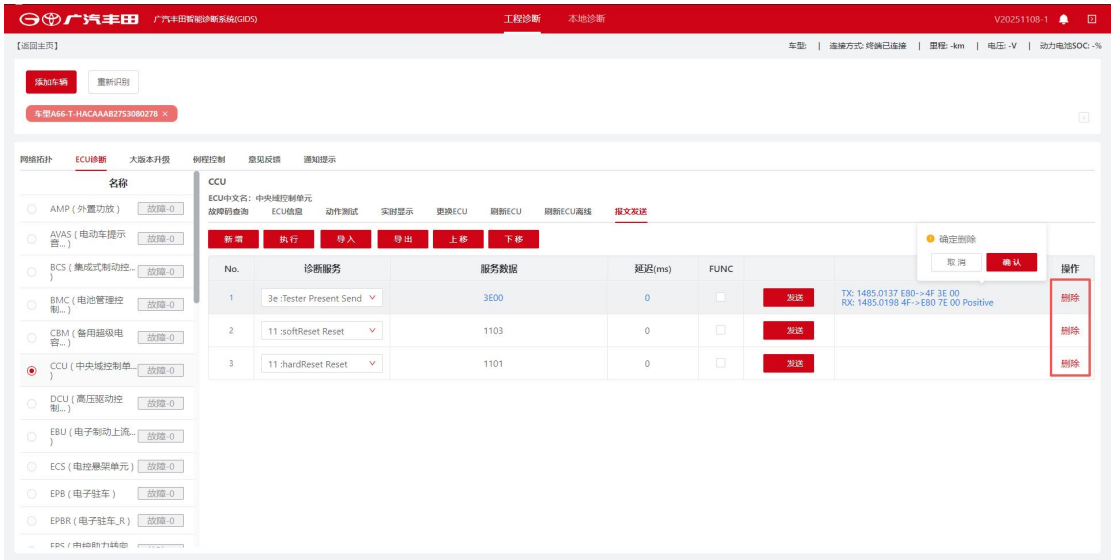


Figure 5-43 Delete

6 Major Version Upgrade

1) Function Introduction

Major Version Upgrade can, according to the cloud configuration, package several ECUs into a task package and upgrade them together. Through the "Vehicle Model" and "VIN" information, it requests from the server the "Vehicle Version Number" and "Vehicle Version List File" required for upgrading the target vehicle.

2) Operation Instructions

1. Click Major Version Upgrade as shown in Figure 6-1 to enter the Major Version Upgrade page.

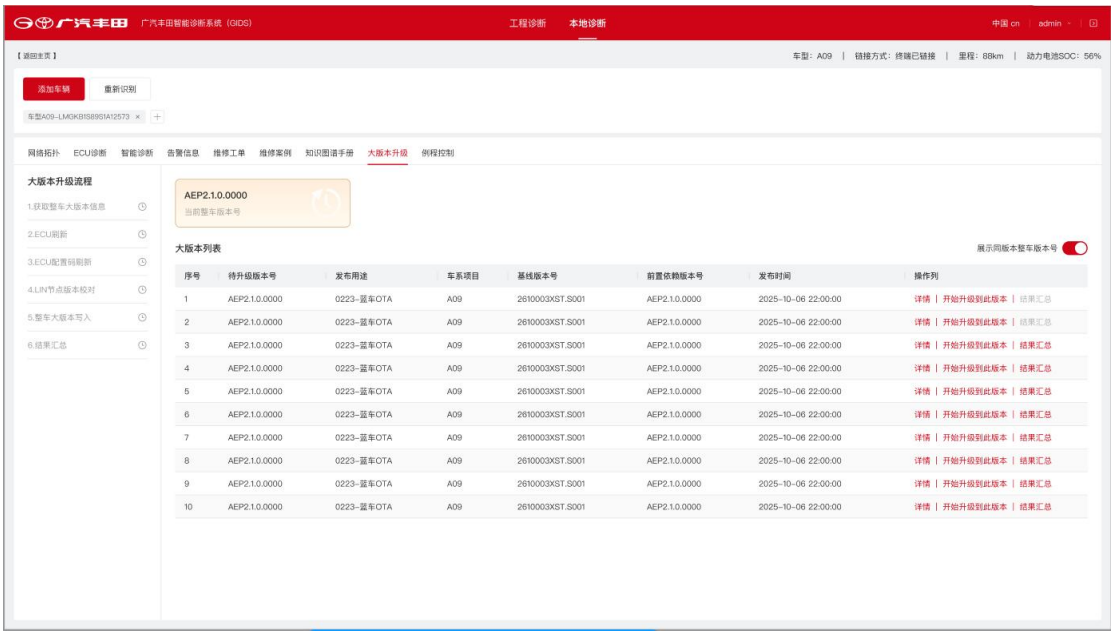


Figure 6-1 Major Version Upgrade

2. In the Major Version list, select the version details to view and click "Details", as shown in Figure 6-2 Major Version Details, to display the major version basic information.

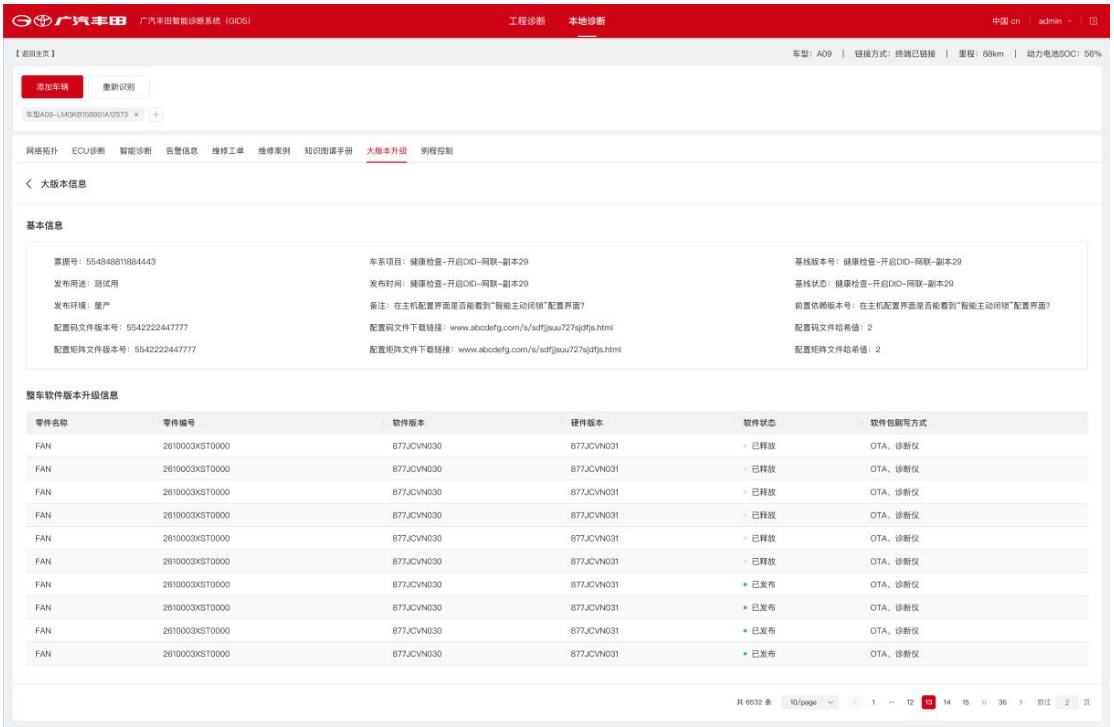


Figure 6-2 Major Version Details

3. In the Major Version list, select the major version details to upgrade and click "Start Upgrade to This Version"; the flashing process then begins.

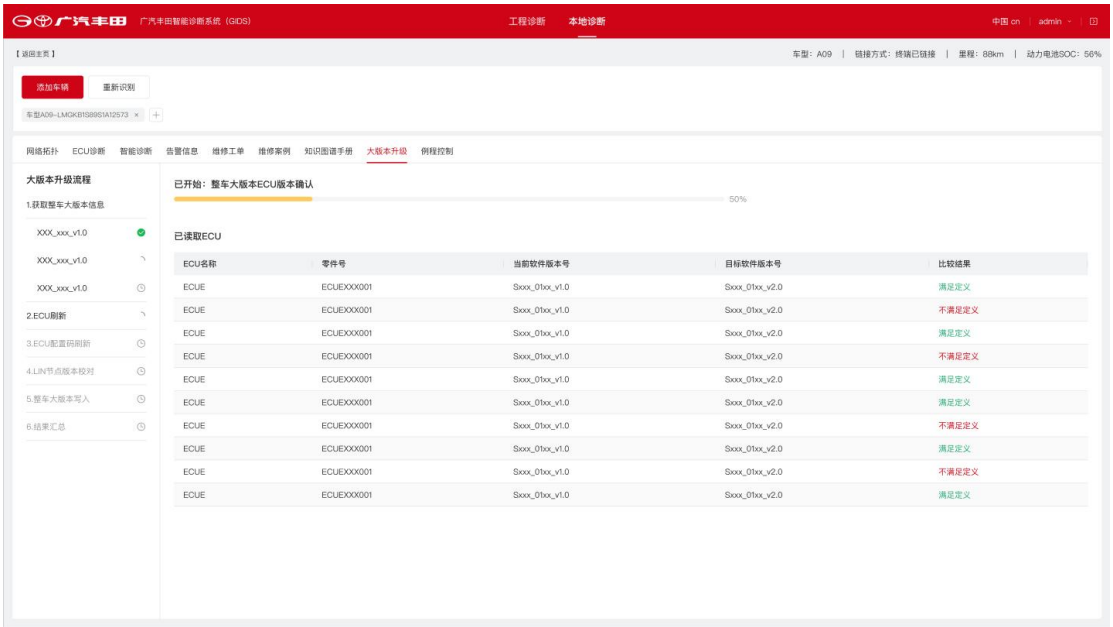


Figure 6-3 Start Upgrade to This Version

Before flashing, the vehicle major version information is first obtained, as shown in Figure 6-4 Major Version Verification. After verification passes, the ECU files are downloaded, as shown in Figure 6-5 ECU Download. According to the ECU flashing type, a ready or power-off operation is performed, as shown in Figure 6-6 Manual Ready. ECUs that failed to flash support manual flashing, as shown in Figure 6-7 Manual Flashing. After all ECUs are flashed, the configuration code verification is performed, as shown in Figure 6-8 Configuration Code Verification. If it passes, the LIN node version verification is performed, as shown in Figure 6-9 LIN Node Version Check. After the LIN node verification passes, the vehicle major version is written, as shown in Figure 6-10 Vehicle Major Version Writing, and after the major version writing is completed, the results are summarized, as shown in Figure 6-11 Result Summary.

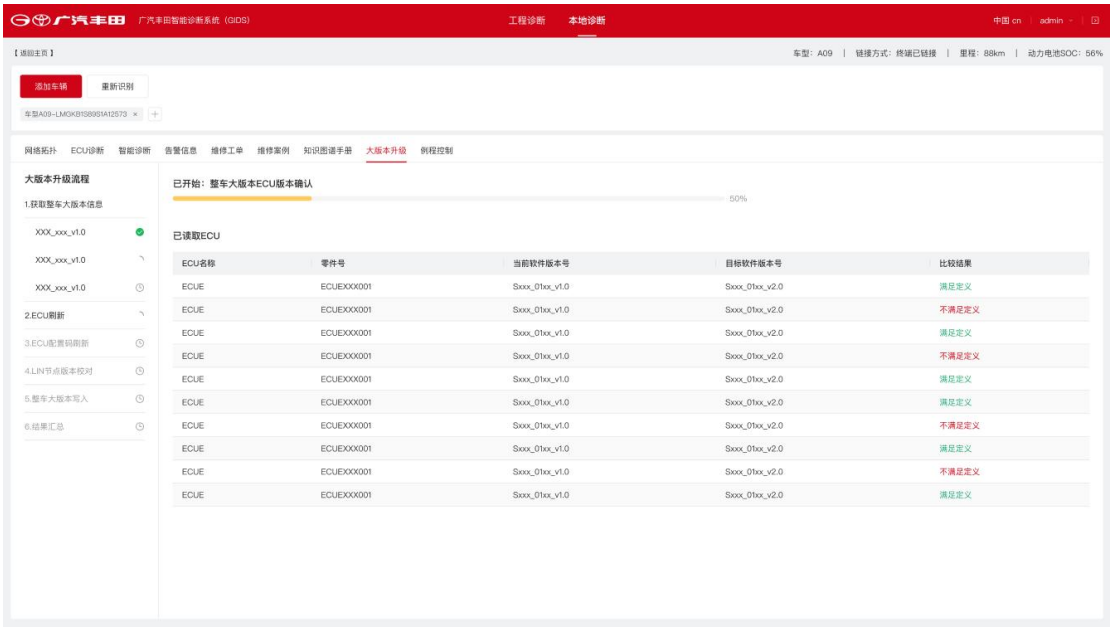


Figure 6-4 Major Version Verification

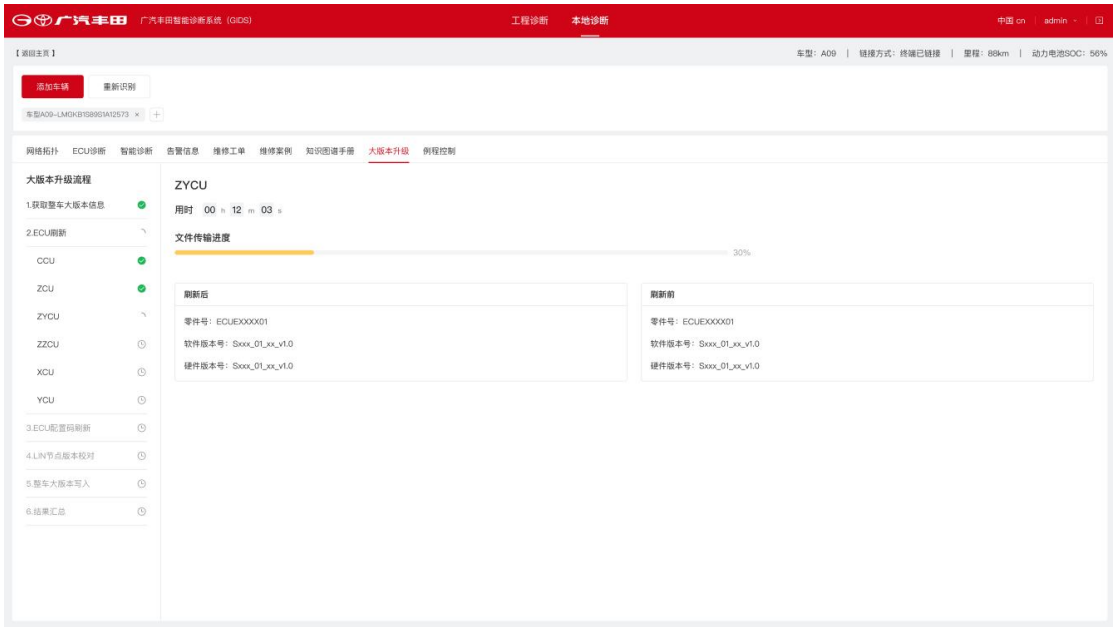


Figure 6-5 ECU Download

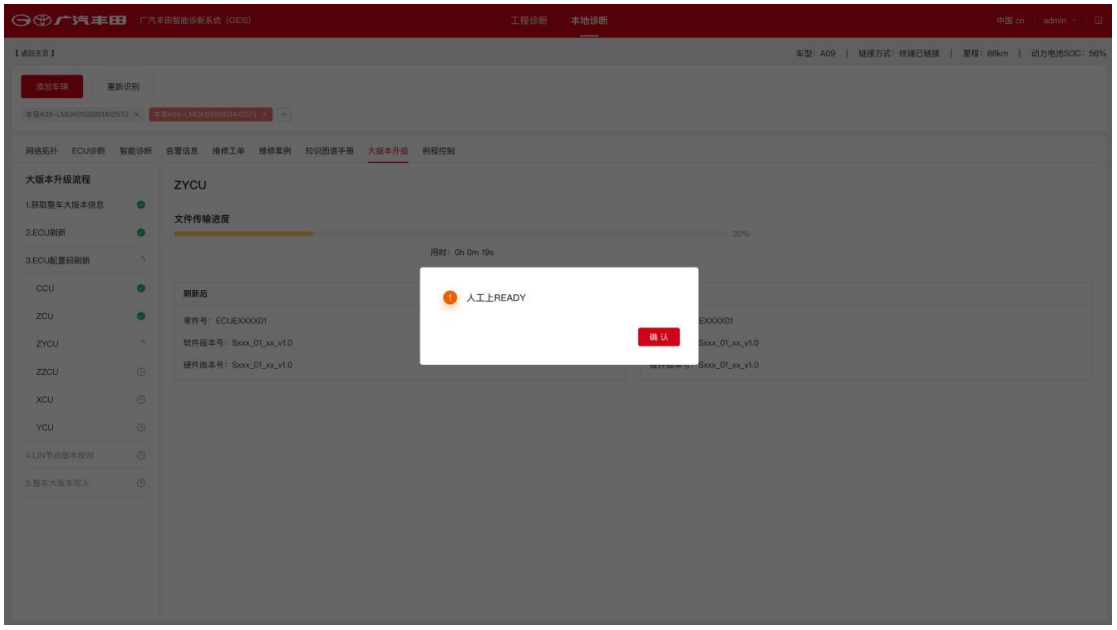


Figure 6-6 Manual Ready

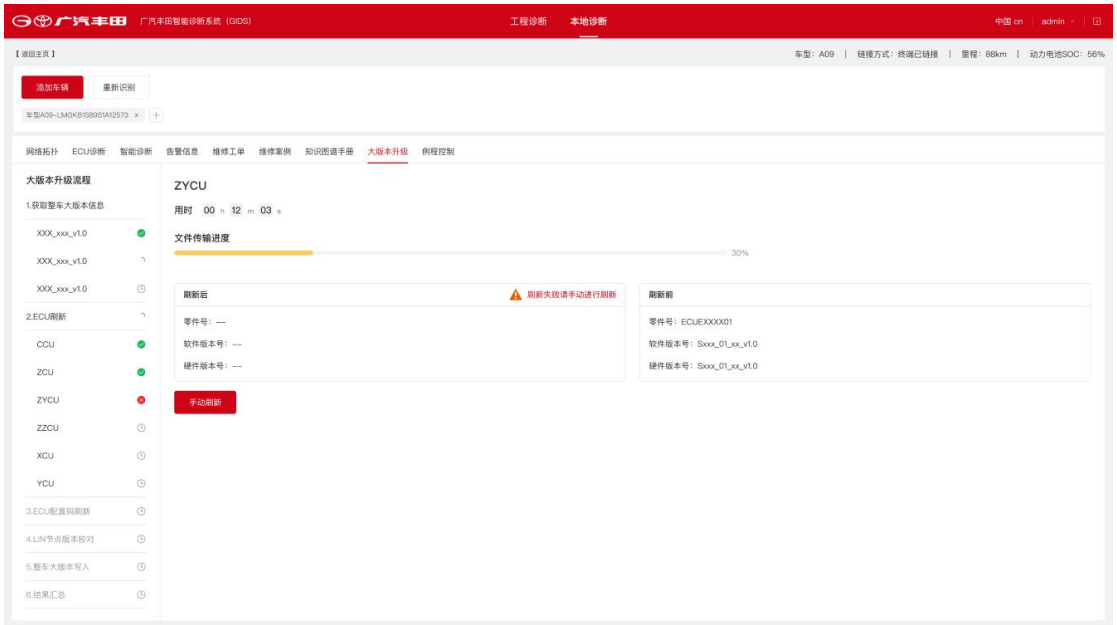
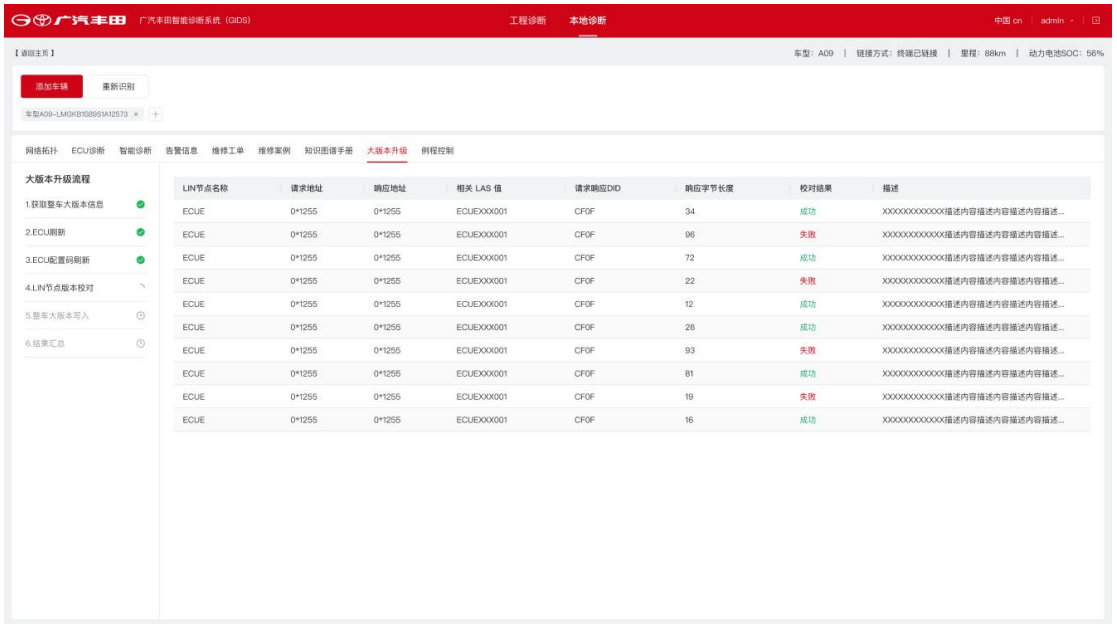


Figure 6-7 Manual Flashing



LIN节点名称	请求地址	响应地址	相关 LAS 值	请求响应DID	响应字节长度	校对结果	描述
ECUE	0*1255	0*1255	ECUEXXX001	CF0F	34	成功	XXXXXXXXXXXX描述内容描述内容描述...
ECUE	0*1255	0*1255	ECUEXXX001	CF0F	96	失败	XXXXXXXXXXXX描述内容描述内容描述...
ECUE	0*1255	0*1255	ECUEXXX001	CF0F	72	成功	XXXXXXXXXXXX描述内容描述内容描述...
ECUE	0*1255	0*1255	ECUEXXX001	CF0F	22	失败	XXXXXXXXXXXX描述内容描述内容描述...
ECUE	0*1255	0*1255	ECUEXXX001	CF0F	12	成功	XXXXXXXXXXXX描述内容描述内容描述...
ECUE	0*1255	0*1255	ECUEXXX001	CF0F	26	成功	XXXXXXXXXXXX描述内容描述内容描述...
ECUE	0*1255	0*1255	ECUEXXX001	CF0F	93	失败	XXXXXXXXXXXX描述内容描述内容描述...
ECUE	0*1255	0*1255	ECUEXXX001	CF0F	81	成功	XXXXXXXXXXXX描述内容描述内容描述...
ECUE	0*1255	0*1255	ECUEXXX001	CF0F	19	失败	XXXXXXXXXXXX描述内容描述内容描述...
ECUE	0*1255	0*1255	ECUEXXX001	CF0F	16	成功	XXXXXXXXXXXX描述内容描述内容描述...

Figure 6-8 Configuration Code Verification

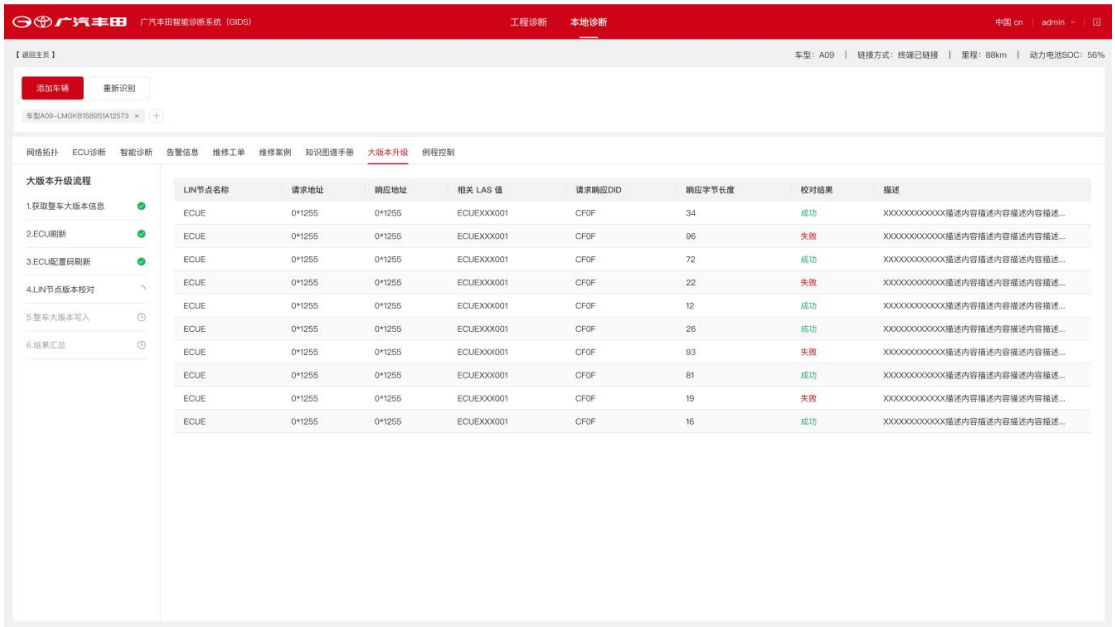


Figure 6-9 LIN Node Version Check

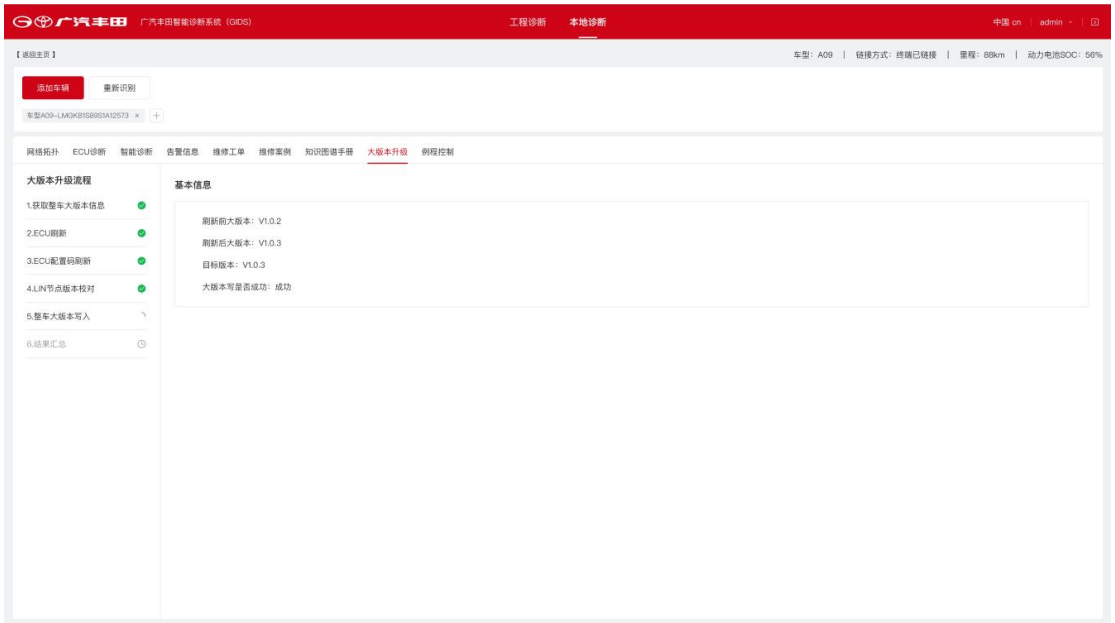


Figure 6-10 Vehicle Major Version Writing

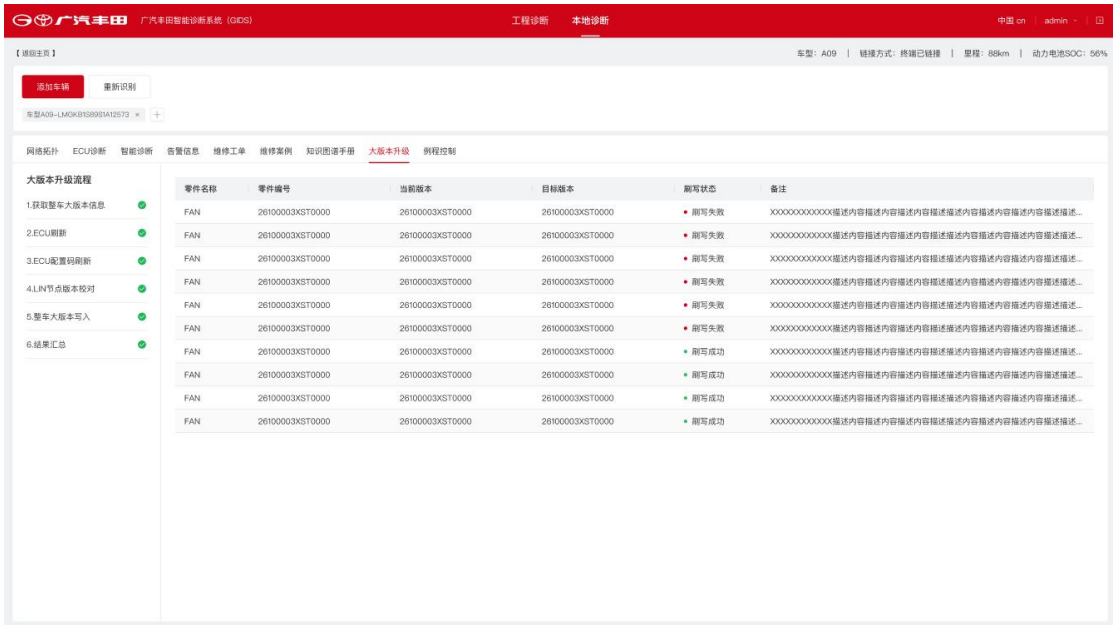


Figure 6-11 Result Summary

7 Routine Control

1) Function Introduction

The Routine Control function is used to request the vehicle ECU to execute a predefined program code, script or operation sequence stored inside it. It allows the diagnostic tool to start, stop or query the execution results of these internal programs (i.e., "routines").

2) Operation Instructions

1. Click the [Routine Control] tab to enter the executable routine page. The routine control list of the current vehicle model is displayed on the left. Click to select it, and the corresponding routine content and precautions are displayed on the right, as shown in Figure 7-1 Routine Control.

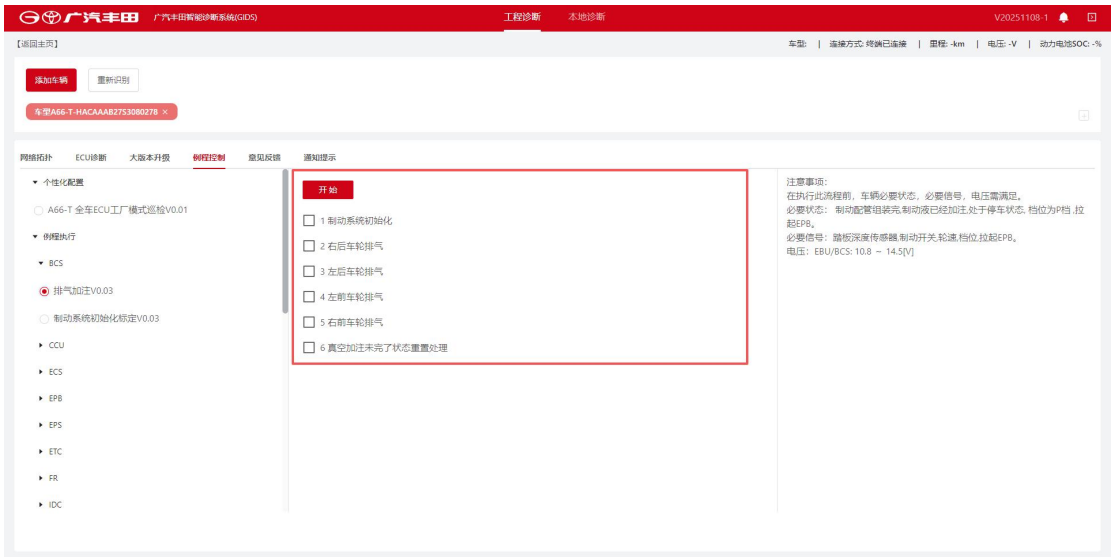


Figure 7-1 Routine Control

Select the corresponding routine and click [Start] to execute it. The related operations are automatically performed according to the routine, as shown in Figure 7-2 Start Routine -1 and Figure 7-3 Start Routine -2.

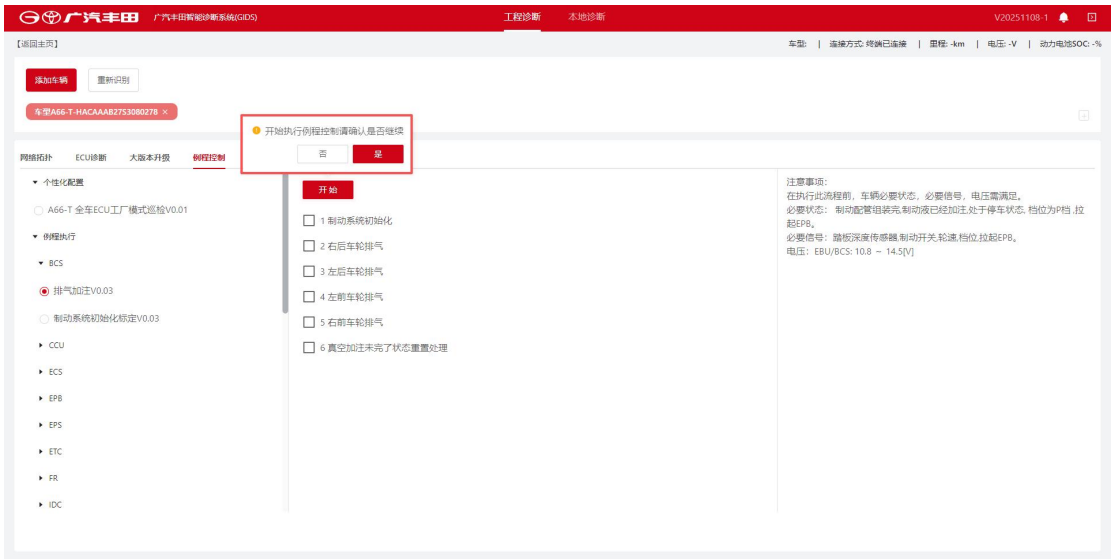


Figure 7-2 Start Routine -1

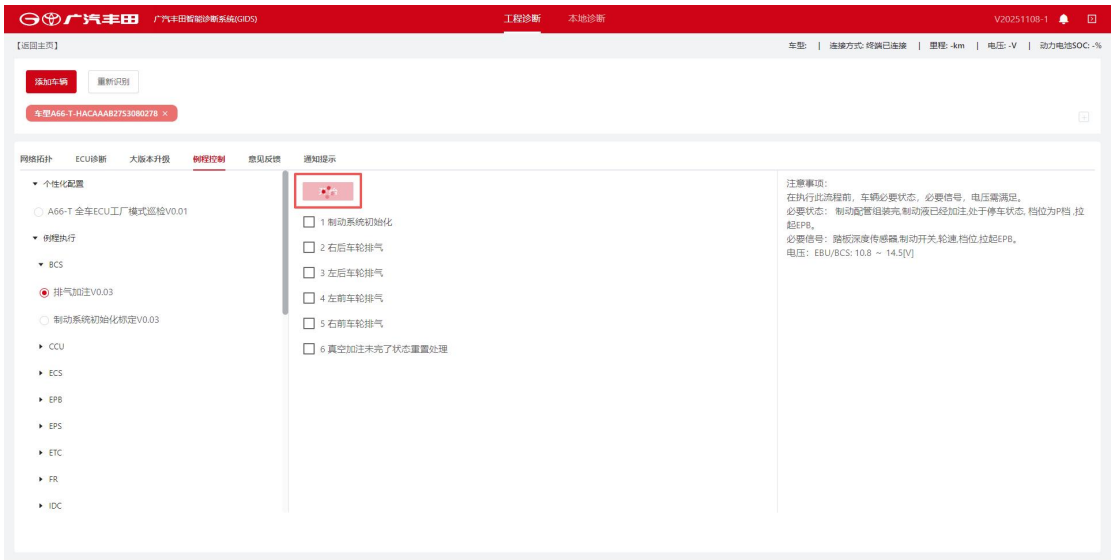


Figure 7-3 Start Routine -2

During automatic routine execution, if an abnormality occurs or [Stop] is clicked, the system stops the program, and the routine content will show the corresponding step as failed, as shown in Figure 7-4 Stopping the Routine.

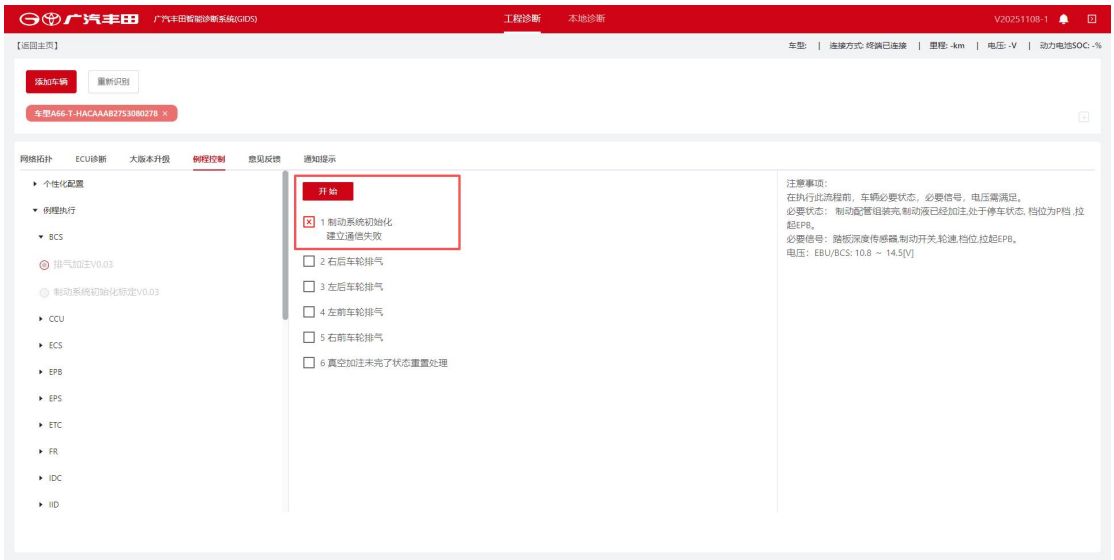


Figure 7-4 Stopping the Routine

If no abnormality occurs during the process and all steps are executed successfully, success is displayed, as shown in Figure 7-5 Routine Executed Successfully.

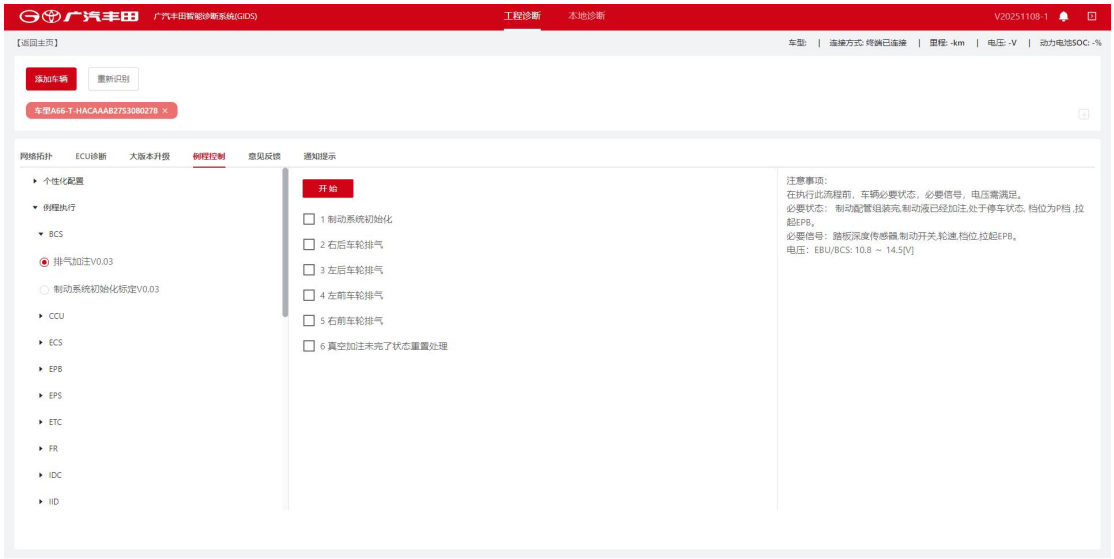


Figure 7-5 Routine Executed Successfully

8 Feedback

1) Function Introduction

This function is mainly used to display various problems, faults and improvement suggestions encountered by frontline diagnostic personnel while using the system. It is an important source of information for system iteration and optimization.

2) Operation Instructions

1. Click the [Feedback] tab to enter the Feedback page. The default tab is FAQ, as shown in Figure 8-1 FAQ Tab.

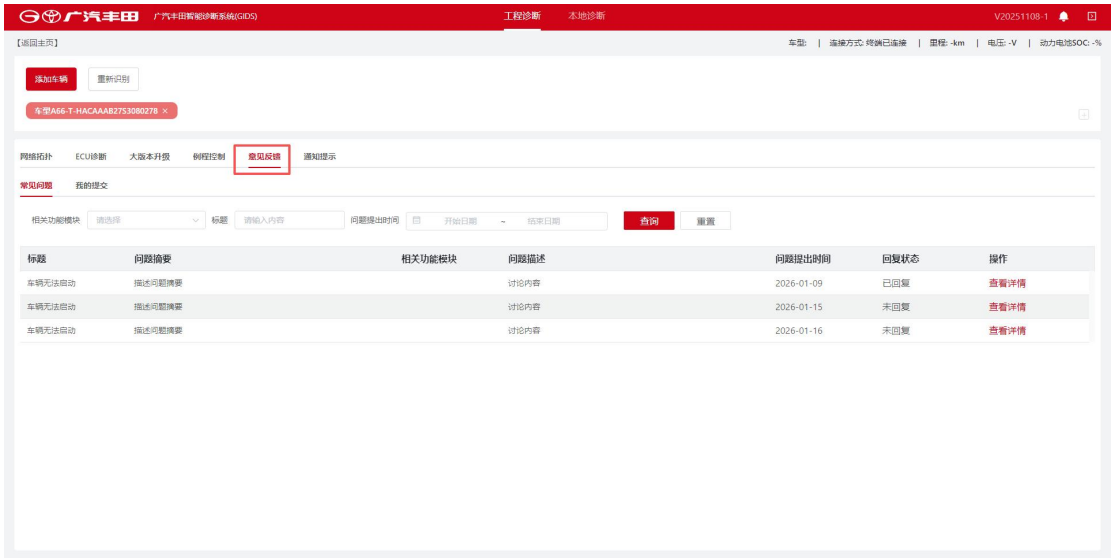


Figure 8-1 FAQ Tab

2. Querying by related function module, title, or problem submission time is supported. The results filtered by the query conditions are displayed in the list, as

Figure 8-2 Query Results

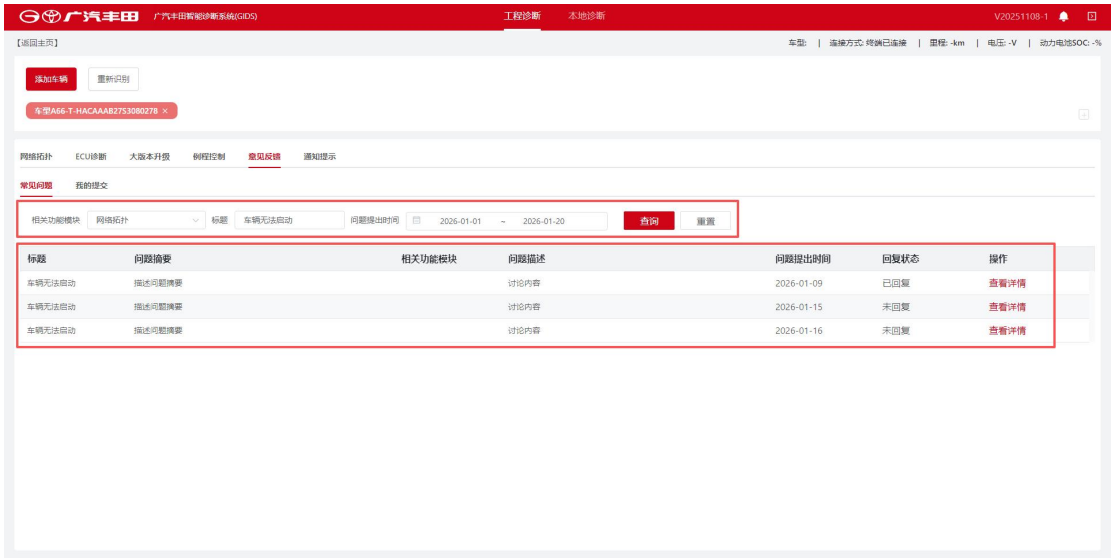


Figure 8-2 Query Results

3. In the list, select an FAQ entry and click View Details, as shown in Figure 8-3. The user clicks [View Details] to open a pop-up window and view

the problem details, as shown in Figure 8-4 Problem Details.

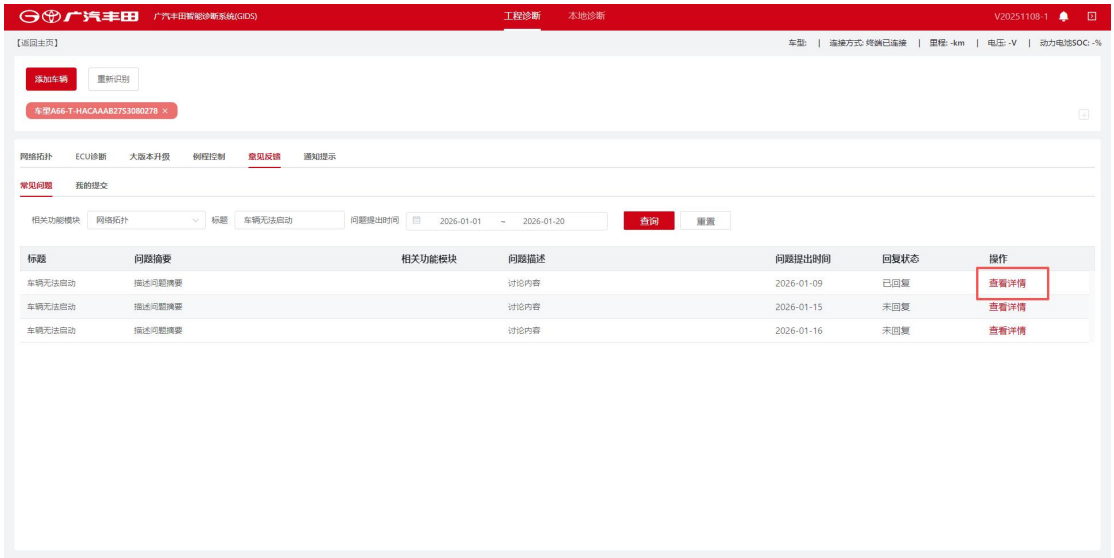


Figure 8-3 View Details

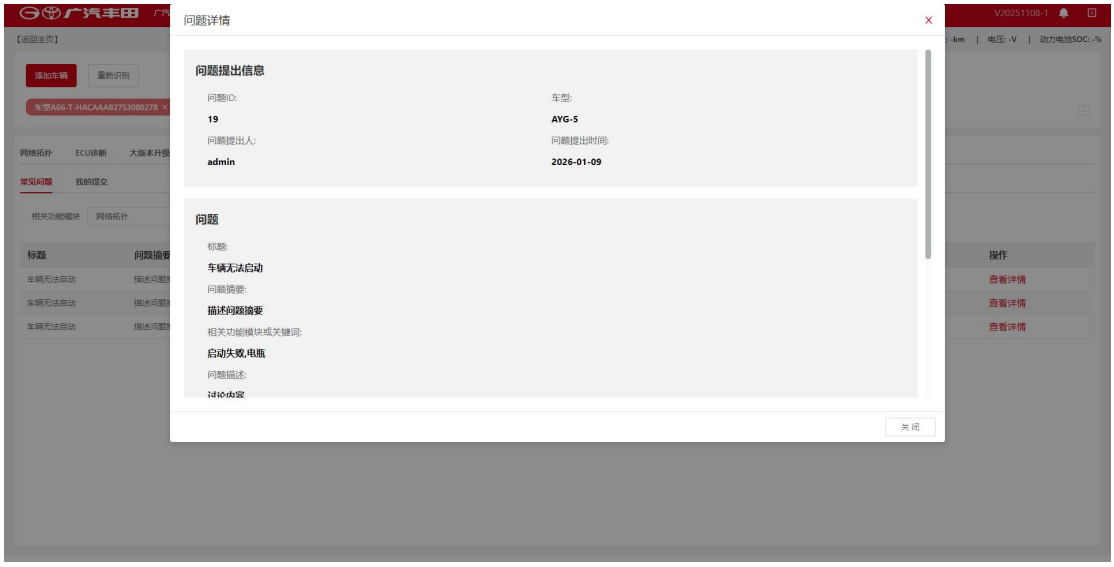


Figure 8-4 Problem Details

1) Function Introduction

This function is mainly used to collect, record and manage various problems, faults and improvement suggestions encountered by frontline diagnostic personnel while using the system. It is an important source of information for system iteration and optimization.

2) Operation Instructions

1. Click the [Feedback] tab to enter the Feedback page, then click the [My Submissions] tab, as shown in Figure 8-5 My Submissions.

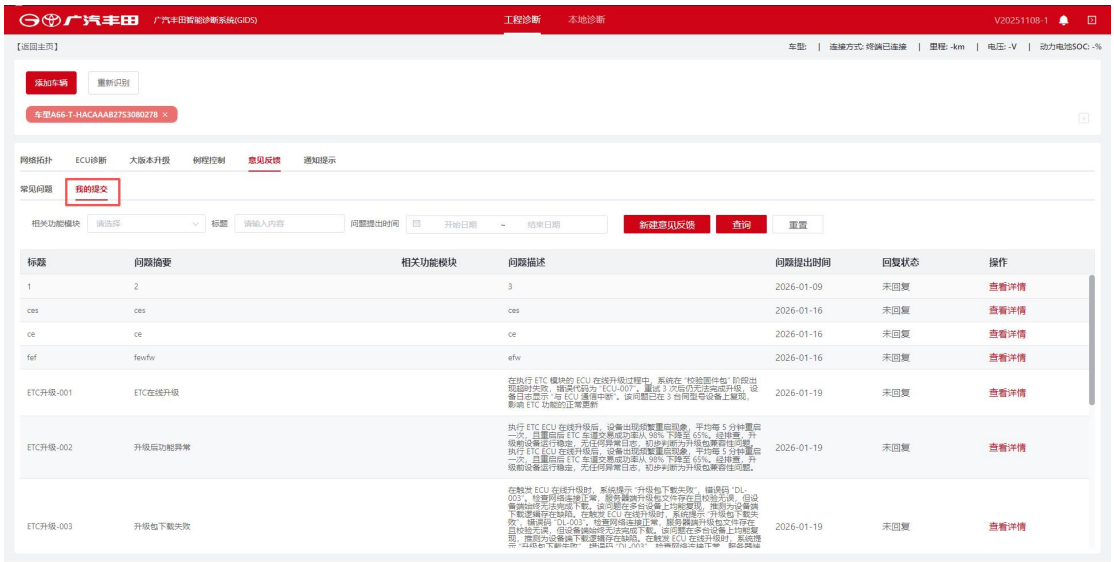


Figure 8-5 My Submissions

2. Querying by related function module, title, or problem submission time is supported. The results filtered by the query conditions are displayed in the list, as

Figure 8-6 Query Results

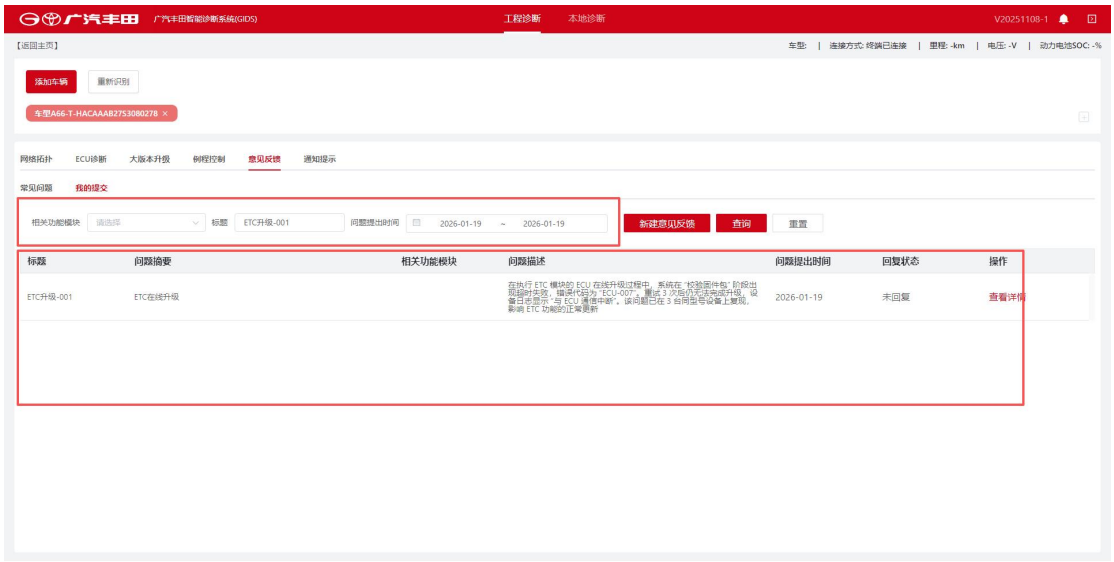


Figure 8-6 Query Results

3. In the list, select an FAQ entry and click View Details, as shown in Figure 8-7 View Details. The user clicks [View Details] to open

a pop-up window and view the problem details, as shown in Figure 8-8 Problem Details.

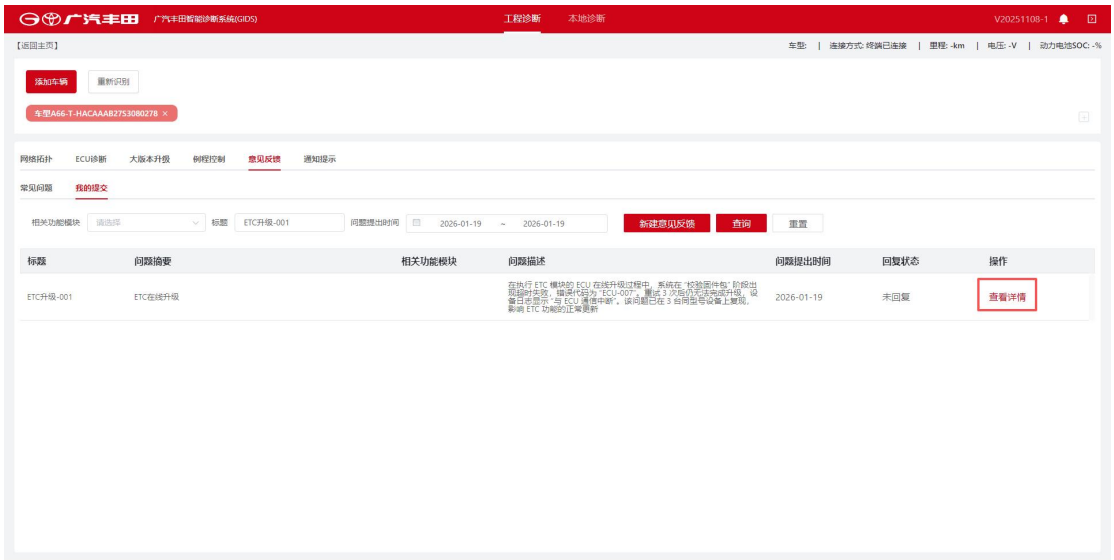


Figure 8-7 View Details

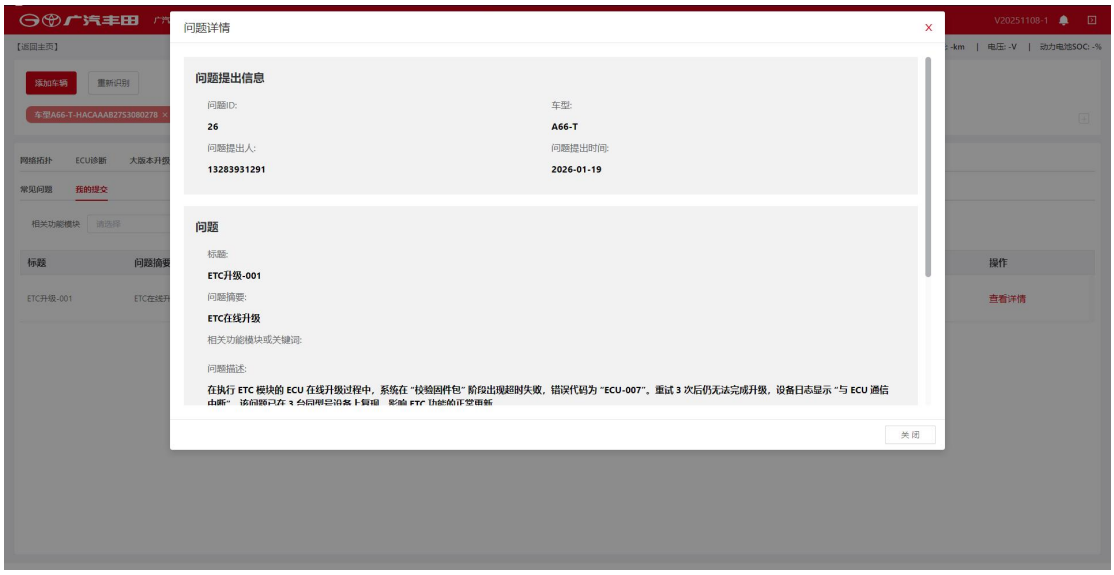


Figure 8-8 Problem Details

Feedback submission is supported. Click [New Feedback] to submit a problem, as shown in Figure 8-9 New Feedback. In the new feedback pop-up window, fill in the title, problem summary, related function module and problem description, then submit, as shown in Figure 8-10 Filling in a New Problem.

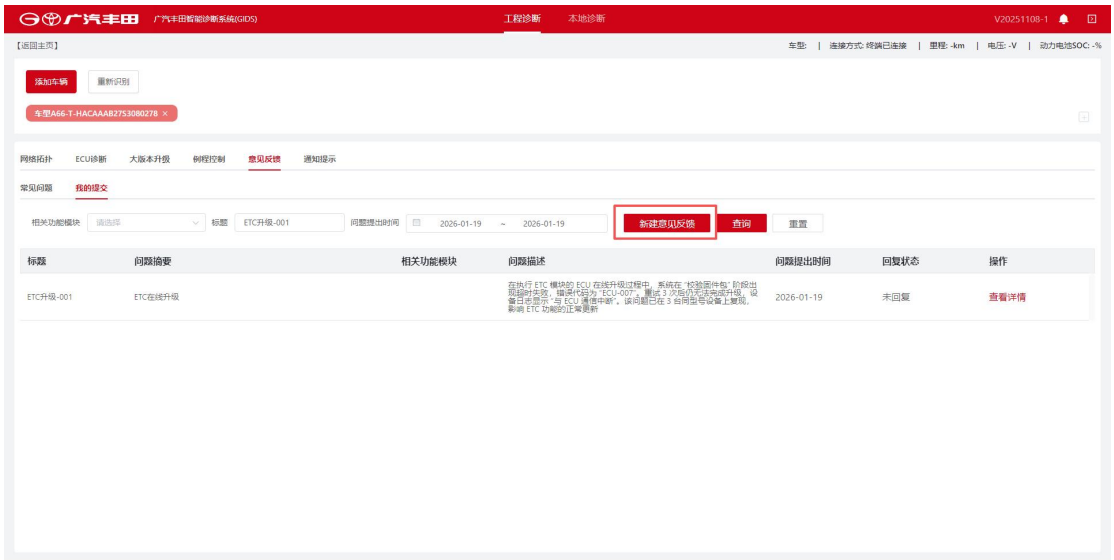


Figure 8-9 New Feedback

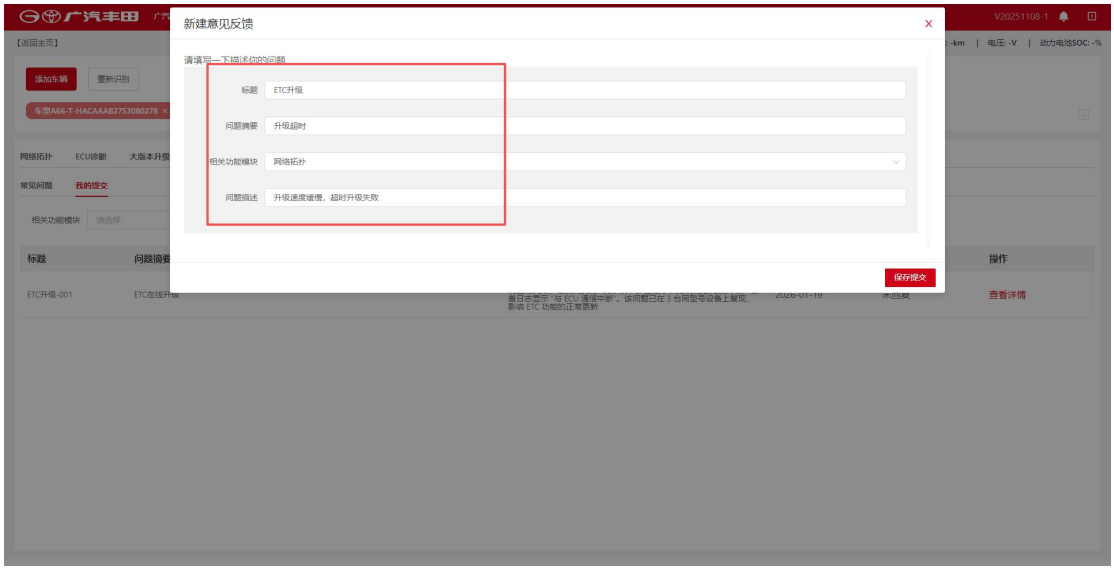


Figure 8-10 Filling in a New Problem

9 Notification Alerts

1) Function Introduction

The system actively pushes feedback information to ensure that users receive feedback progress in a timely manner, improving the response efficiency and closed-loop processing capability of diagnostic work.

2) Operation Instructions

1. The user clicks the [Notification Alerts] tab to enter the Notification Alerts page, which displays as shown in Figure 9-1 Notification Alerts List.

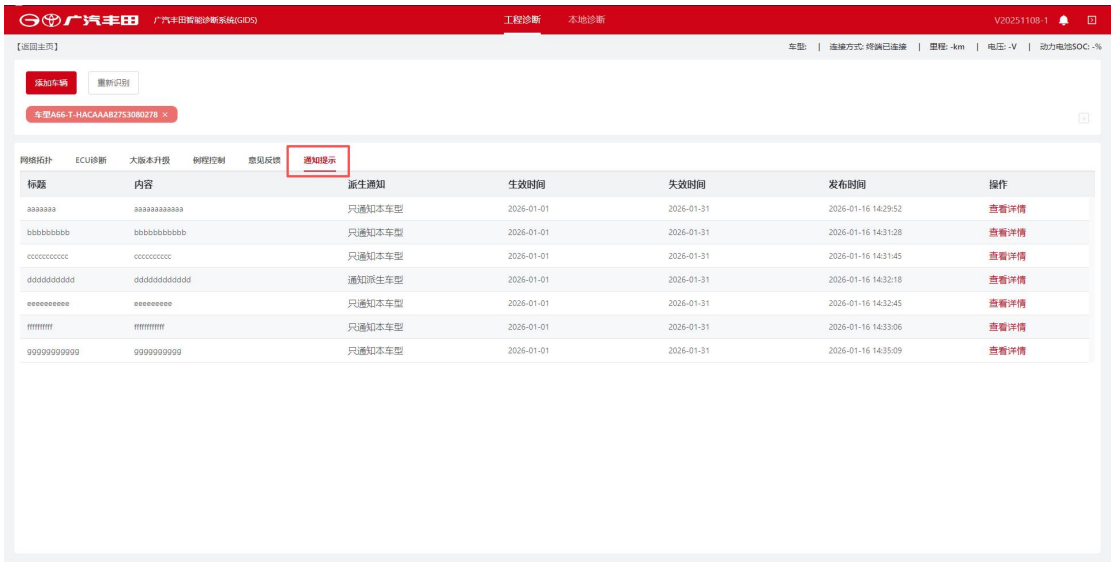


Figure 9-1 Notification Alerts List

For work order information, click [Repair Details] to open a pop-up window and view the repair detail data, as shown in Figure 9-2 Repair Details and Figure 9-3 Repair Details Pop-up.

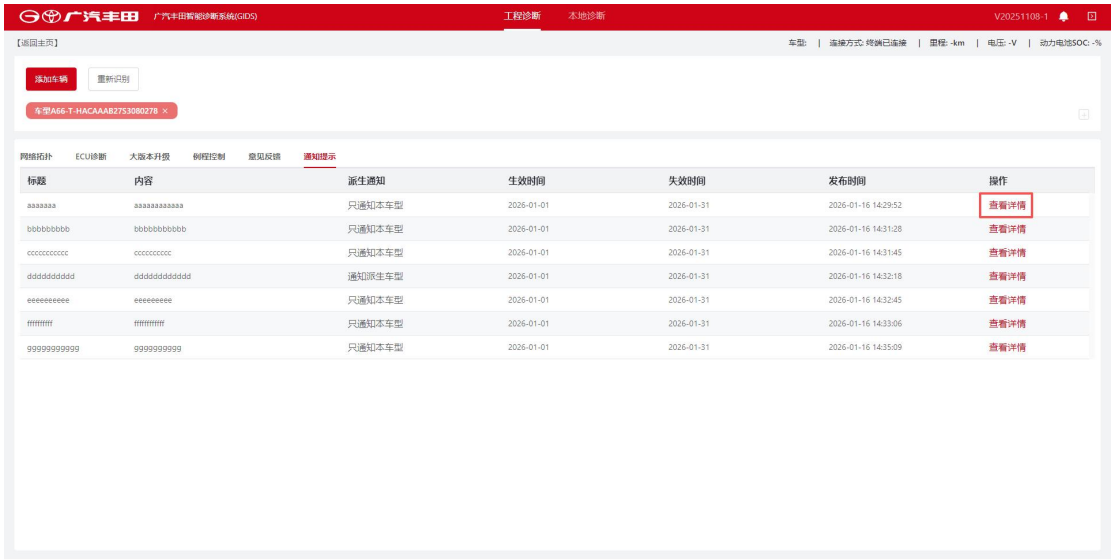


Figure 9-2 Repair Details

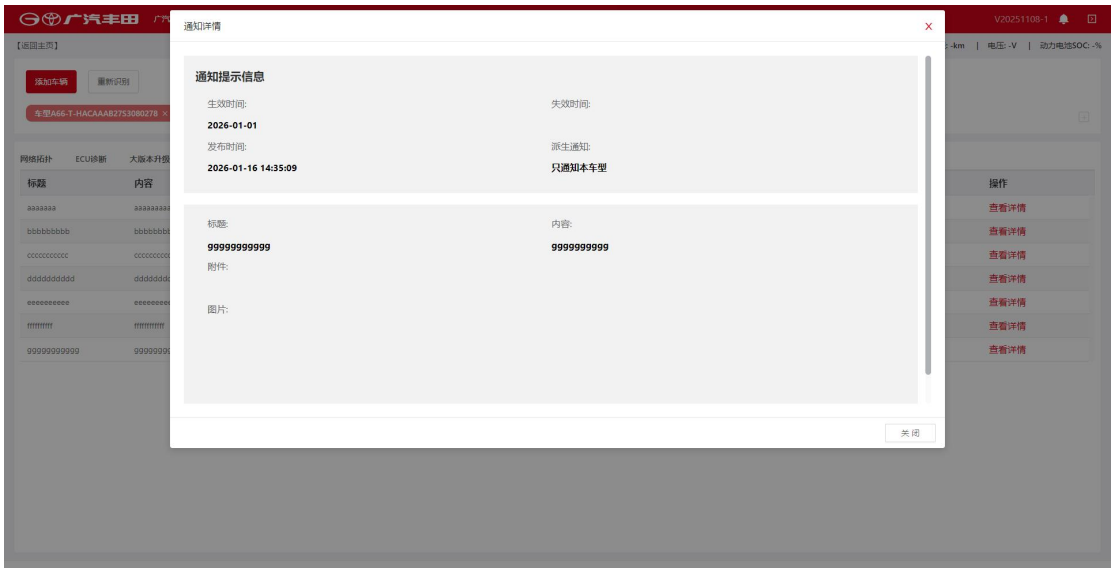


Figure 9-3 Repair Details Pop-up