

SEPARATE DISPLAY/CONTROL UNIT

Vehicle diagnostics with CAN FD

Hella Gutmann has introduced its Mega Macs X diagnostic solution. It is a modular device concept with separate display/control unit and comes with configurable function and data modules. CAN FD is included as diagnostic protocol.



CAN FD is included as diagnostic protocol in the diagnostic solution (Source: Hella Gutmann)

Analog to the vehicle generations, the communication with the vehicle systems is also changing. The company concludes that diagnostic solutions for the future should therefore be as flexible as possible. A driver can configure their new car in almost any way. Like this, a workshop should also be able to decide individually which function modules and data-types it needs for multi-brand diagnostics and which operating hardware it would like to use for this, explained the company. The X therefore stands as a variable for the different possibilities that arise for workshops due to individual function and data configurations, the company added.

In contrast to previous diagnostic solutions from the company, the Mega Macs X has neither display nor keypad - but instead has a cable with an illuminated Carb connector for the vehicle's OBD (on-board diagnose) interface. The entire intelligence, i.e. the processor, the diagnostic software, and the integrated diagnostic protocols - including CAN FD and DoIP for vehicle models such as

Skoda Octavia, Volvo XC 90, and Golf 8 from Volkswagen - is concentrated in its impact-protected housing.

For the operation and display of the diagnostics, the product needs to be paired with a separate device. This can be a tablet, a notebook, or a PC with one of the regular operating systems (Windows, Android, Apple iOS, Linux). The company explained: No need to carry a heavy diagnostic device around - and no great effort if the display has been damaged in the tough workshop environment. It can be replaced by another tablet. An adapted, impact-protected Hella Gutmann tablet is also available.

In terms of content, the product masters those functions that the user has defined through their individual configuration via the offered SDI software X1 to X5 and license modules X1 to X5 (name and scope of the license packages may vary from country to country). If a workshop wants to start with the minimum functions read/delete error code and internet-based diagnosis (DoIP), they should choose the smallest package. Later upgrades to X2 to X5 are possible at any time. Then over the air activations let the device grow with the dynamic needs of the workshop.



An integrated bracket allows the device to be positioned on the side window of the vehicle, thus ensuring a Wifi connection to the display/control unit, even on vehicles with chrome-plated windshields (Source: Hella Gutmann)

The company again explained: The possibilities range all the way to a diagnostic solution at the level of the Mega Macs 77 SDI with guided measurements. This can be exceeded by functions and data-types for ADAS (advanced driving assistance systems) and lighting systems as well as e-mobility. Due to the secure networking capability of the product, the user has the data they need on the vehicle available directly at their workplace.

An integrated bracket allows the device to be positioned on the side window of the vehicle, thus ensuring a Wifi connection to the display/control unit, even on vehicles with chrome-plated windshields. During diagnosis, a green LED scroll bar on the front and rear of the device confirms active vehicle communication, said the company. Other functions are signaled by illumination patterns of the so-called swoosh. A circumferential cable duct and a magnetic surface for fixing the Carb connector make the diagnostic device a compact unit when not in use, which can be neatly placed on the inductive charging station, the company concluded.



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