



SUBJECT

ISTA 3.49 Information

MODEL

All

INFORMATION

A new version of the diagnosis software, ISTA 3.49, was released at the end of April 2015. With this new version, many enhancements and features have been added. They are listed below; many errors communicated to us via diagnosis feedback have been corrected.

Important note: After ISTA installation is completed, all ICOMs must have an updated firmware installed for ISTA to read data from the vehicle.

ICOM Firmware update procedure

1. Connect the ICOM to the vehicle using the LAN connection.
2. Open ISTA and look at the "Status" column in the connection manager. If it reads "Firmware," the firmware needs updating. If it reads "Free," you can connect and start diagnosis.
3. Highlight the ICOM to be updated and select "Config vehicle interface."
4. The ICOM firmware will then update (about 30 to 45 seconds).
5. After the ICOM firmware is updated, confirm the pop-up box with "OK" to reboot the ICOM.
6. Once the ICOM comes back online with a "Status" of "Free," start your diagnosis.

ISTA 3.49 enhancements

- **New function: Setting a standard ICOM in ISTA**

Starting from ISTA version 3.49, the technician can set a so-called standard ICOM in the connection manager. This setting is done through a selection field (activated by a cross in the box) via the connection manager.

If such a standard ICOM is set, ISTA automatically tries to connect itself to this ICOM at the beginning of a diagnosis session. That means the technician must no longer select the ICOM at the beginning of the diagnosis session.

Prerequisite: The ICOM must be connected to the vehicle, supplied with current, and free. If the automatic connection is not possible, the connection manager comes into the picture, and the technician can select an ICOM, as in the past.

The setting can be changed at any time in the connection manager through the selection field (standard ICOM or another ICOM).

The new function saves time for the technician if he/she uses the same diagnosis device with the same ICOM each time.

- **The energy diagnosis test plan has been improved to include enhanced general information for the technician, including the following:**

Battery test (charging acceptance and starting voltage drop)

The amount of time to recharge the battery is displayed.

All values are displayed in miles and kilometers.

Average vehicle journey distance per week

The state of charge histogram is now displayed and taken into account.

Consumer reduction information has been added.

- It is now possible to call up ECU functions after a test module is minimized.
- New service function for bleeding the coolant system on the i8
- The service function for starting up the electric parking brake (EMF) has been improved.
- The test module for the loading aid on the Convertible has been optimized.
- New test cables are available to check the TRSVC with LVDS lines.
- New test module for checking Bluetooth functionality in the vehicle
- New test module for checking the USB functionality in the vehicle
- Enhancement of the service function for the start-up of the high-voltage battery after rework
- Improvement of the function check of the test module for the charging socket (i3, i8)
- Improvement of the test module for the isolation of a fault in the high-voltage unit
- 34 new Non Electrical Diagnosis test modules have been added.
- 15 new Premium Repair Instructions have been added.

ISTA 3.49 Corrections. The faults listed below have been corrected. For more details, the release notes can be viewed on TIS / Technical Documentation / Programming and Diagnostics.

- ABL-DIT-B1214_TVD_KSTS1: Test module shows no fault for low-pressure fuel system; however, the test module makes you wait 40 minutes to test the high-pressure system.
- ABL-DIT-AT1214_TVD_VME: When running the test plan, it prompts to reprogram the vehicle with 14-07-502 and then ends the module. The vehicle already has 14-07-506.
- ABL-DIT-AS6100_CBS_KORR: When trying to activate the vehicle inspection with the CBS correction test plan, the tester states the entry could not be performed, but then still asks for the date entry, and again says the entry could not be performed.
- ABL-DIT-AT3622_LC_SPG_K: When performing the test module for the RDC power supply, the test module button does not do anything when selected. The test module can only be terminated.
- ABL-DIT-AT1214_TVD_VMA: The test plan prompts that it is reading faults, then promptly moves to the "End of test module" screen without giving any results or performing any tests.
- SSP-SSP-SP0000057792: The installation location of the charging interface module (LIM) is displayed to be directly in front of the 12-volt battery. The actual location of the LIM module is beneath the driver side headlight.

- ABL-DIT-AT6300_FRM3TMS: The test module states that the footwell module should be replaced with a diag code. Then a window pops up indicating there is an error in the test plan. The "spinning hourglass" just keeps on spinning; the test plan can only be finished by closing the window.

ATTACHMENTS

View PDF attachment [B070215 D3 49 Release Notes](#).

View PDF attachment [B070215 ISTA 3.49 NED Test Plans](#).

View PDF attachment [B070215 ISTA 3.49 New Contents For Repair Manuals](#).

View PDF attachment [B070215 ISTA 3.49 New Features Diagnosis Notes](#).

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