

Release Date: January 26, 2026

Firmware Version: V24.02.14

Bootloader Version: V23.01.01

Database Version: V24.02.25

Recommended Use

This release is recommended for all affected products listed below. It is important to keep your diagnostic tool current for optimum performance and to take advantage of all added enhancements. Please reference your user's manual on performing a software/firmware update on your diagnostic scan tool or code reader.

Affected Product(s)

- (0x02D7) SDS50

New / Added Features & Functions

- Added an update with the new RSPro logo.
- Added updates to the LED logic, Smog Check location, and OBDII Extra Package submission.
- Added support for the new data submission flow and SGW unlock process.
- Added the Nissan Security feature.
- Added the Ford Security feature.
- Added a Transmission Fluid Temperature display to Workshop Tools.
- Added logic to verify and update dynamic YMME selection with year-priority display.
- Added updates for the new rule applied to Mode \$08.

Fixes / Updates

- Improved UI for Erase OBD2 DTC when vehicle speed is above 1 mph.
- Improved stability of FCA SGW unlock; the tool previously displayed a blank screen randomly (Chrysler).
- Improved Active Test text by correcting incorrect terminology (Chrysler).
- Improved Active Test reliability for the function "Exhaust Valve Timing Assign Angle" (Nissan).
- Improved Active Test reliability for the function "Alternator Duty" (Nissan).

- Improved Active Test execution for the function “Active Grille Shutter” (Nissan).
- Improved EPS diagnostics by adding missing DTC definitions (Nissan).
- Improved SAS calibration by resolving failures in the function “Steering Angle Sensor Adjustment” (Nissan).
- Improved DPF Reset flow; the tool previously did not return to the DPF Reset screen after selecting End (Nissan).
- Improved Active Test navigation; the tool previously jumped to the wrong screen when pressing the Down key (Nissan).
- Improved Active Test execution for the function “Vent Control/V” (Nissan).
- Improved response time when returning to the main menu in the SAS function; the tool previously responded slowly (Nissan).
- Improved database consistency between Network Scan and Live Data databases (Hyundai).
- Improved response time; the tool previously required 2–3 minutes to exit after reading OEM Live Data (Hyundai).
- Improved UI behavior when submitting data in the RSPro App (Hyundai).
- Improved Live Data coverage by updating the database for all systems (Mitsubishi).
- Improved SAS Calibration Status by correcting the displayed value from “N/A” (Mitsubishi).
- Improved protocol handling for multi-request CAN 29-bit; the tool previously sent incorrect commands (Audi/VW).
- Improved ABS Bleeding support by resolving the “Not Supported” issue (Audi/VW).
- Improved gateway scanning; the tool previously did not scan the gateway during All Systems Scan (Audi/VW).
- Improved stability; the tool previously reset when scanning LD system [46] containing more than 1,000 PIDs (Audi/VW).
- Improved All Systems Scan; the tool previously displayed only OBD2 during vehicle inspection (Audi/VW).
- Improved spelling in the Oxygen Sensor Monitor Drive Cycle.
- Improved TCM Live Data by correcting PIDs that were incorrectly displayed as “N/A” (GM).
- Improved unit display for all systems (GM).
- Improved byte-position parsing for Live Data command type 03 AA 01 xx (GM).
- Improved Workshop Tool accuracy by correcting the byte position in Headlamp Calibration (GM).
- Improved Special Function handling for LD Service 2C (GM).
- Improved Battery Reset text by correcting spelling and grammar issues.
- Improved spelling in Drive Cycle instructions (Honda).
- Improved Network Scan linking for Body Electrical (Honda).
- Improved ECU initialization support for Body Electrical (Honda).

- Improved VIN handling when decoding manually entered VINs (Toyota).
- Improved TPMS Live Data by correcting Main Tire and Second Tire values (Toyota).
- Improved TPMS Live Data by removing duplicate Registered ID Code values (Toyota).
- Improved performance for Alternator and 12-Volt Battery Live Data in Workshop Tools (Toyota).
- Improved Active Test command handling; the tool previously could not roll back bytes for A8 02 when the request lacked a length byte (Toyota).
- Improved TPMS Relearn OBD support for SpecialFunctionID_ECUID_KW_02_TPMS (Toyota).
- Improved Transmission Fluid Change Reset support; it was previously shown as “Not Supported” on 2024 vehicles (Toyota).
- Improved Transmission Reset support; it was previously shown as “Not Supported” on 2024 vehicles (Toyota).
- Improved Throttle Body Relearn by restoring missing function items on 2024 vehicles (Toyota).
- Improved Active Test timing accuracy; commands were previously sent at incorrect intervals (Toyota).
- Improved ABS Bleeding by enabling the Next button for AirBleeding_ABS-50 (Toyota).
- Improved ABS Bleeding timing logic for AirBleeding_ABS-35 (Toyota).
- Improved ABS Bleeding UI for Air Bleeding 4_CAN_ID_05 (Toyota).
- Improved ABS Bleeding flow; the Next button previously disappeared during AirBleeding5_CAN_ID_14 (Toyota).
- Improved performance; the tool previously froze after selecting the model year.
- Improved DTC parsing; protocol DDL1 previously linked successfully but failed to retrieve DTCs (Ford).
- Improved Workshop Tool DPF Reset by allowing proper exit (Ford).
- Improved text content across various UI screens.
- Improved UI for OBD2 Vehicle Information.
- Improved UI for OBD Testing Modes.
- Improved Erase OBD2 UI by correcting the displayed screen.
- Improved IPT item descriptions.
- Improved Live Data Graph features; the tool previously displayed only four PIDs in Graph, Multi-Graph, and Merge Graph modes.
- Improved fuel-type detection logic when PID 51 returned 00 or Not Supported.
- Improved UI messaging for “No codes retrieved from OEM system.”
- Improved LED indicator logic.
- Improved DPF Procedure UI; the Exit button previously could not be pressed during the procedure (BMW).
- Improved Active Test display by fixing the “Screen not found” issue (BMW).

- Improved Maintenance Reset in Workshop Tools (Mercedes).
- Improved Active Test reliability for ME/Y49/5 (Mercedes).
- Improved Body Electrical logic to prevent the tool from sending the Erase DTCs command after receiving a 7F response (Honda).
- Improved Live Data support for new Program IDs in the TCM and Meter by updating the database (Nissan).
- Improved NWS_TCM DDL2 protocol communication where the ECU previously did not respond to the initialization command (Nissan).
- Improved accuracy of the Gauges system name displayed when submitting data (Honda).
- Improved accuracy of the DTC count in the Body Electrical System (Honda).
- Improved the Battery Reset procedure by fixing missing options caused by a database issue (Mitsubishi).
- Improved the FCA SGW unlock process, allowing the tool to unlock the SGW without entering the SGW screen (Chrysler).
- Improved UI stability in Vehicle Information when displaying a large amount of module data.
- Improved Drive Cycle Procedure support for EVAP and Fuel systems (Mercedes).
- Improved screen stability for Special Functions and Workshop Tools, including Injector Flow Rate Programming and Tire Size Reset (GM).
- Improved the Tire Pressure function to support the new calculation formula (Nissan).
- Improved the TPMS function to correctly read PID threshold data (Nissan).
- Improved the Electric Parking Brake Reset function; items under the ABS system now correctly display as Not Supported (Nissan).