



Release Notes for Cisco TransportPlanner 8.5.1

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Note

Effective from Release 8.5, Cisco MetroPlanner has been renamed as Cisco TransportPlanner.

Release notes address closed (maintenance) issues, caveats, and new features for the Cisco TransportPlanner – Release 8.5 Network Design Tool. For detailed information about the features and capabilities introduced with this release, refer to the Cisco TransportPlanner DWDM Operations Guide, Release 8.5, available at the following URL:

http://www.cisco.com/en/US/docs/optical/metroplanner/metroplanner_8_5/operations/guide/ctp85.html

Cisco also provides Bug Toolkit, a web resource for tracking defects. To access Bug Toolkit, visit the following URL:

<http://tools.cisco.com/Support/BugToolKit/action.do?hdnAction=searchBugs>

Contents

- [Changes to Release Notes](#)
- [Software and Hardware Requirements](#)
- [Caveats in Cisco TransportPlanner 8.5.1](#)
- [Related Documentation](#)
- [Obtaining Documentation and Submitting a Service Request](#)

Changes to Release Notes

This section documents supplemental changes that have been added to the Release Notes for Cisco TransportPlanner - Release 8.5.1. No changes have been added to the Release Notes for Release 8.5.

The following caveats have been added to the Release Notes for Cisco TransportPlanner - Release 8.5.1.

- [CSCsq49084](#)



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- [CSCso02052](#)
- [CSCsm91906](#)
- [CSCsm90093](#)
- [CSCsm43925](#)

Software and Hardware Requirements

Before you begin to install Cisco TransportPlanner 8.5, you must check if your system meets the minimum software and hardware requirements. This section describes the software and hardware requirements for Cisco TransportPlanner 8.5.

- [Operating System Requirements](#)
- [Supported Java Runtime Environment](#)
- [Hardware Requirements](#)

Operating System Requirements

Cisco TransportPlanner 8.5 runs on systems with following Operating Systems:

- Microsoft Windows 2000 Professional
- Microsoft Windows XP Professional/Home Edition

Supported Java Runtime Environment

Cisco TransportPlanner 8.5 requires that you install Java Runtime Environment Version 1.5.x. You can download it from the following URL:

<http://www.oracle.com/technetwork/java/javase/downloads/index.html>

Hardware Requirements

Cisco TransportPlanner 8.5 runs on systems with following hardware configurations:

Table 1 Hardware Requirements for Cisco TransportPlanner 8.5

Hardware	Minimum Requirements	Typical Requirements	Recommended Requirements
CPU	Intel® Pentium® Processor 800MHz	Intel® Pentium® Processor 1.4GHz	Intel® Pentium® Processor 1.7GHz
Memory	256MB RAM	512MB RAM	1GB RAM
Video Resolution	1024x768	1280x1024	1280x1024

Customizing Memory Usage for JVM

Cisco TransportPlanner Release 8.5 allows you to customize the maximum amount of memory to be used by the Java Virtual Machine (JVM). The default value of 512MB is appropriate for use with recommended HW (1GB of RAM).

For hardware using less physical memory, it is recommended that you reduce the maximum amount of memory to be used by the JVM. This prevents the system from using System Virtual Memory, which results in reduced system performance.

If you reduce the amount of memory dedicated to JVM, Cisco TransportPlanner may generate an ‘Out of Memory’ error in case of complex design, typically when designing any-to-any traffic with a large number of nodes. In such cases, it is recommended that you increase the memory.

Allowing JVM to use too much memory compared with available RAM can instead result in very low system performances due to the use of Virtual Memory. Refer to table below for details about recommended settings.

System RAM	Minimum JVM memory	Maximum JVM memory	Suggested JVM memory
256MB	128M	200M	170M
512MB	256M	450M	350M
1GB	512M	900M	800M
2GB	1024M	1800M	1600M

To change the maximum amount of memory to be used by the JVM, you need to edit the *Startup.properties* file, which is available in the directory where you saved the *ctp.jar* file during installation. Replace the default value (512M) with the appropriate one from the ‘Suggested JVM memory’ column of the table above. Save the file and restart Cisco TransportPlanner for the changes to take effect.

Caveats in Cisco TransportPlanner 8.5.1

Review the release notes listed below before using Cisco TransportPlanner. Caveats with tracking numbers are known system limitations that are scheduled to be addressed in a subsequent release. Caveats without tracking numbers are provided to point out procedural or situational considerations when deploying the product.

Open Caveats in Cisco TransportPlanner- Release 8.5.1

This section contains the open caveats in the following components in Cisco TransportPlanner Release 8.5.1:

- [DCU](#)
- [GUI Reports](#)
- [Card Layout](#)
- [DWDM Cards](#)
- [Core](#)
- [Network Model Connection](#)
- [Other](#)

DCU

- CSCsl01949

In some situations, the automatic placement performed by CTP does not position the DCU units in the same rack as the ONS 15454 shelf with the corresponding amplifier. The workaround is to adjust the node layout by moving the DCU units using the Site Layout Adjustment feature. This problem will be resolved in a future release.

- CSCsm59674

It is not possible to move the FBR-STRG unit in the node layout automatically generated by CTP. There is no workaround to this problem. This problem will be resolved in a future release.

GUI Reports

- CSCsm90093

In an MSM OIC node, CTP does not place the EAP modules and the related EAP-MF mechanical frame in the BoM and node layout. The workaround is to manually edit the node BoM and add the following:

- 1 Ethernet Adapter Panel (EAP) per each MS-ISC-100T card
- 1 EAP-MF chassis per each pair of EAP

This problem will be resolved in a future release.

- CSCsd91288

There is no option to exclude optical patchcord to or from TXT or line card. The BoM stores information about the patchcord to or from TXT or line cards for every network. There is no workaround to this problem. This problem will be resolved in a future release.

- CSCsk44486

The ANS (XML) file that Cisco TransportPlanner generates to pre-provision the MSTP units in the shelf does not pre-provision the Pluggable Port Modules (PPM). There is no workaround to this problem. This problem will be resolved in a future release.

- CSCsk80000

The Internal Connections Diff Report report between a network in “Design Analyzed” and “Install Analyzed” status may report a false difference in the Dispersion Compensation Units required in a node. There is no workaround to this problem. This problem will be resolved in a future release.

Card Layout

- CSCso02052

When you copy or upgrade and load a network which is already analyzed and perform layout adjustment on the upgraded network, some connections may be missing in the internal connection report and some cables may be missing in the BoM report. The workaround is to re-analyze the original network and copy or upgrade the network and then perform layout adjustment tasks using the Site Layout Adjustment feature. This problem will be resolved in a future release.

- CSCsm75743

The node layout is not built if the units required for a single side of an OADM node exceed the available shelf space. In this case, an exception is generated by CTP. There is no workaround to this problem. This problem will be resolved in a future release.

- CSCsl95363

In a design where "OSMINE Compliant units placement" is not selected, the MMU card is not placed as the last card after placing all the other OTS cards. The workaround is to adjust the node layout by moving the MMU units using the Site Layout Adjustment feature. This problem will be resolved in a future release.

- CSCsl78868

In a site having node protection set as separated shelves, working and protect units of a Y-Cable protection group can be wrongly placed in two different shelves.

This happens with multi-trunk units (e.g. 10GE_XP or GE_XP) which are supporting both a Y-cable and a client 1+1 protected service. There is no workaround to this problem. This problem will be resolved in a future release.

- CSCsm68866

In a network design with point-to-point demands, if one ROADM group and all the sites are Line+, the Transponder units are placed in the wrong position in the node layout. This occurs when OTS cards of any side occupy both sides of the shelf. The workaround is to move the Transponder cards using the Site Layout Adjustment feature. This problem will be resolved in a future release.

- CSCsk84313

Using the Site Layout Adjustment feature to change the position of the 40-WXC-C, 40-WSS-C, 40-DMX-C, 40-MUX-C, 32WSS-C or 32DMX-C units results in an incorrect position for the PP-80, PP2-64 or PP-64 patch panels. This change may further lead to the inclusion of MPO-LC cables (15454-MPO-LC-x=, with x different from 2) which do not exist, in the BoM. The workaround is to adjust the node layout by moving the patch panel units using the Site Layout Adjustment feature. This problem will be resolved in a future release.

- CSCsk61739

When a network design created using Release 7.0 is upgraded to Release 8.0 and reanalyzed, the W side is renamed A while the E side is renamed B. If the node layout includes an OSC-CSM unit on Side B but not on Side A, the node layout is automatically changed and units on Side B are slotted in the left side of the shelf. The workaround is to adjust the node layout by moving the units using the Site Layout Adjustment feature. This problem will be resolved in a future release.

- CSCsk74363

If you upgrade or move a network design that contains a Linear Aggregated Ethernet demand and two cascaded XPonder units at either edges of the chain to install mode, the layout will be modified even if it is not unlocked. There is no workaround to this problem. This problem will be resolved in a future release.

- CSCsk09876

Cisco TransportPlanner could include the line cards supporting a P-Ring demand in two different shelves of the same node. To get the required node/site configuration, line cards supporting a P-Ring demand must be in the same shelf so that the node layout can be rearranged appropriately. There is no workaround to this problem. This problem will be resolved in a future release.

- CSCsj67879

When you create a Y-cable protected traffic demand and force CTP to use the 1RU FlexLayer Y-cable module, you cannot move the DWDM units to a different position of the node layout. There is no workaround to this problem. This problem will be resolved in a future release.

- CSCsk53688

When you create an Aggregated Ethernet demand that is terminated in a node configured to use the Separate Shelf layout, the XPonder unit is placed in a new shelf even if there is room available in other shelves in the node. The workaround is to manually change the position of the XP unit to optimize the node layout and adjust the BoM. This problem will be resolved in a future release.

- CSCsk76080

When you upgrade and analyze a network designed using Cisco MetroPlanner 7.0 or later, by unlocking all the site layouts, you get two air ramps next to each other. There is no workaround to this problem. This problem will be resolved in a future release.

- CSCsk82286

Using the Site Layout Adjustment feature to change the position of the OPT-PRE or OPT-AMP-C units results in related DCU units not being moved accordingly. The workaround is to adjust the node layout by moving the DCU units using the Site Layout Adjustment feature. This problem will be resolved in a future release.

- CSCsk80222

When you upgrade a network that has been analyzed, you cannot move the units in the node layout after you unlock and analyze the node layout. The workaround is to close and reopen the node layout report. This problem will be resolved in a future release.

DWDM Cards

- CSCsd72417

Cisco TransportPlanner does not consider that each line card features four DWDM trunk interfaces. As a result, the number of 4-10GE-ITU and 4OC192-ITU CRS-1 DWDM line cards is wrongly calculated. You need to modify the BoM manually to remove the unused units. There is no workaround to this problem. This problem will be resolved in a future release.

- CSCsd64167

Cisco TransportPlanner does not use OPT-BST-E unit(s) for C band design even if this might help solve the OSNR problems related to the use of OPT-BST unit(s) in some cases. You need to force the use of OPT-BST-E manually instead of OPT-BST and force a high per-channel output power (for example: 4dBm/ch for 40chs designs or 5dBm/ch for 32chs designs). There is no workaround to this problem. This problem will be resolved in a future release.

- CSCsd96250

The Wavelength Routing report indicates the optical bypass channels in an Anti-ASE location as passing in an express channel. There is no workaround to this problem. This problem will be resolved in a future release.

- CSCsb59524

When you type a word or phrase in the 'Find' field of the 'Search' tab and press 'Enter', the Online Help does not display any warning message if there are no matching results. There is no workaround to this problem. This problem will be resolved in a future release.

- CSCsd42280

The Network Wizard displays all the available fibers instead of showing only fibers that are compatible with the selected design rule. There is no workaround to this problem. This problem will be resolved in a future release.

Core

- CSCsm91906

In OIC nodes using 50GHz channels scalable design rules (64, 72, and 80 channel plans), the drop power installation parameter is higher than expected. The workaround is to manually edit the XML installation parameters file and change the parameter as follows:

$$\text{dwdm.rx.power.DropX} = \text{dwdm.rx.power.DropX} - 2.5$$

where X is the node side (capital letter from A to F)
- CSCsm12266

The optimum path routing strategy for a ROADM traffic demand assigns the same weight factor to the line amplifier and ROADM nodes along the route. The chosen optical path under these circumstances may not correspond with the selected optimal path. There is no workaround to this problem. This problem will be resolved in a future release.
- CSCsm28010

After a span loss modification in upgrade mode, unprotected any-to-any traffic with an optimum path routing strategy can be rerouted in another direction even if not unlocked. There is no workaround to this problem. This problem will be resolved in a future release.
- CSCsk59848

In network sections with an average span loss of up to 24 dB, high per-channel power (thus resulting in total power launched into fiber ~20 dBm), and sequence of 3~4 OLA nodes without equalizations (DGE or ROADM node), the per-channel power of lambdas in the lower part of the spectrum may be lower than one of the lambdas in the higher part of the spectrum. Because of this, some channels may have an OSNR that is less than the expected value.

The difference between expected and actual OSNR value for these lambdas is due to an intra-band stimulated Raman scattering that occurs when the total power into fibre is > 17~18 dBm. To avoid this situation, manually force the use of OPT-BST-E or OPT-AMP-C in the booster position of the impacted site. The output power of these amplifiers must be manually forced at -0.5dB. This setpoint must be modified only in the amplifiers that are transmitting into spans described in the above scenario. There is no workaround to this problem. This problem will be resolved in a future release.
- CSCsm76145

The Installation Parameters file (XML) cannot be used to provision a Multi-Degree node forced as OIC. This is because CTP assumes this to be a single network element even if this is not the case. The only possible workaround is to manually edit the XML file to split the optical parameters. There is no workaround to this problem. This problem will be resolved in a future release.

Network Model Connection

- CSCsk57897

When you analyze a network that has at least one Multi-Degree node for which both the 'Structure' and the 'Type' properties are set to 'Auto', and a Demux unit is included, CTP displays an error. There is no workaround to this problem. This will be resolved in a future release.
- CSCsm17196

In some sporadic situations, the Management tree includes Networks without links to their parent. There is no workaround to this problem. This problem will be resolved in a future release.

Other

- CSCsq49084
A misalignment between L-band system behaviour and CTP provisioned parameters occurs during initial circuit turn-up and causes the APC to set an incorrect value for the gain set point. As a result, low power on the Line-TX port is observed. The workaround to this problem is to modify the AMP-L control mode values as follows:
12 < gain < 28 Gain control mode
28 < gain < 35 Power control mode
This problem will be resolved in a future release.
- CSCsj54950
When designing a network using L-band units, the Internal Connections report for ROADM nodes uses both the PP-64-LC and PP2-64-LC Patch Panel C-band wavelength labels instead of L-band labels. There is no workaround to this problem. This problem will be resolved in a future release.

Resolved Caveats in Cisco TransportPlanner- Release 8.5.1

This section contains the resolved caveats in the following components in Cisco TransportPlanner Release 8.5.1:

- [DCU](#)
- [Core](#)
- [Card Layout](#)
- [DWDM Cards](#)

DCU

- CSCsm43925
After an upgrade, some forced DCU modules do not appear in the node layout view. However, if the node layout is unlocked, all modules are placed correctly. This problem has been resolved.
- CSCsI93820
After a network upgrade, expected DCUs do not appear in the layout. This problem occurs when DCUs are changed after an upgrade and the upgraded network is analyzed without unlocking the site layout. The workaround is to unlock the layout and analyze the network. This problem has been resolved.
- CSCsm19496
The Site Layout Adjustment feature does not change the position of the following units in the node layout:
 - PP-64-LC
 - PP2-64-LC
 - PP-80-LC
 - PP-MESH-4
 - PP-MESH-8

- DCU-SA and DCU units

This problem has been resolved.

Core

- CSCsk84822

In the OIC node, the `dwdm::RX::Power::DropOdd` Installation Parameter is set to a wrong value or missing. In some cases, it can be lower than the `Add-and-DropOutputPower` Installation Parameter.

The workaround is to manually edit the Installation Parameters as follows:

- 100GHz grid (32, 40 channels design)
`dwdm::RX::Power::DropOdd = dwdm::RX::Amplifier::ChPower - 6`
- 50GHz grid (64, 80 channels design)
`dwdm::RX::Power::DropOdd = dwdm::RX::Amplifier::ChPower - 9`

Note that a set of fixed attenuators is required on the dropped channels. Their value is given by the difference between the new `DropOdd` value and the previous (wrong) value. Identify the attenuator closer to the evaluated value. This problem has been resolved.

- CSCsl27925

In the Installation Parameters (XML) file, add-drop input and output power setpoints are not specified for the unequipped sides. The Installation Parameters (XML) report does not include add-drop input and output parameters for nodes that are asymmetric add-drop locations with cards only on one side. The workaround is to manually edit the missing parameters in the XML file or directly in the WDM-ANS window in CTC. This problem has been resolved.

- CSCsk82525

During network analysis, Cisco TransportPlanner displays a null pointer exception when a site is forced as a Line+ but without forcing it as a Hub or ROADM. The workaround is to force a site as a Hub or ROADM. This problem has been resolved.

- CSCsk77629

Importing the XML file generated from a design file using Release 7.0 results in the parameters under the WDM-ANS Provisioning screen not to be displayed even if they are imported. This happens when the node layout includes an OSC-CSM unit which is slotted in the side of the shelf which is normally used for the opposite line direction. The workaround is to manually change the line direction of the OSC-CSM unit. To change the line direction, log in to the CTP and navigate to the OSC-CSM card view -> Provisioning -> Optical Line -> Parameters and change the Line Direction of the LINE-RX port. This problem has been resolved.

- CSCsl04177

In a network design with few channels installed on day 1 but where ROADM demands and/or future demands are included to full capacity with high channel tilt at the receiver, CTP places 32-DMX or 40-DMX units with bulk attenuators. As a result, some of the channels suffer power related problems. The workaround is to remove the bulk attenuators or replace the 32-DMX with the 32DMX-O unit. This problem has been resolved.

- CSCsk92474

The XML file generated by CTP for a network design which includes at least one terminal site with 40-MUX/40-DMX units generates an error when loaded in the network element. The workaround is to edit the XML file to correct the `POutOADM ANS` value. This problem has been resolved.

- CSCsm04565
In a Linear or Ring design, forcing the use of specific Multiplexer/Demultiplexer units in a direction of Multi-Degree OXC nodes is ignored and the 40-MUX-C and 40-DMX-C are used instead. This problem has been resolved.

Card Layout

- CSCsk84424
After making site layout adjustment movement of any multi-trunk or muxponder card, the layout is not built properly. Some cards may be missing in the layout, the Y-cable modules turn to reserved or the card shelf does not appear in the BoM.
This condition occurs while performing a site layout adjustment movement of any multi-trunk or muxponder card that is connected to a Y-cable module. When a multi-trunk or muxponder card which is related to a Y-cable protected service is moved using the Site Layout Adjustment feature, the layout is not built correctly and the reports (such as BoM and int conn) are not generated correctly. This problem has been resolved.
- CSCsl46156
Forcing of specific SFPs in a design using Release 7.0 is ignored. This problem has been resolved.
- CSCsk82422
OSCM cards cannot be moved to valid slots (slot #8 to slot #10 or from slot #10 to slot #8) in the node layout. This problem has been resolved.
- CSCsl07886
OSC-CSM cards cannot be moved in the layout. This problem has been resolved.
- CSCsl36773
In a network design where OSMINE compliant units placement is selected, ADM-10G units are not placed in adjacent slots. This problem has been resolved.
- CSCsl95085
Cisco TransportPlanner does not allow 1+1 protected line card movement on a second attempt. This problem has been resolved.
- CSCsl49985
In an upgraded network, it is not possible to modify the DCN Extension setting for a span. This problem has been resolved.
- CSCsk82600
The Site Layout Adjustment feature allows unit movement other than OSCM in slot #8 and #10. This problem has been resolved.
- CSCsl37008
In a network design where OSMINE compliant units placement is selected, it is possible to select Y-cable protection using GE-XP units. This problem has been resolved.

DWDM Cards

- CSCsm76137
Latency figures provided by CTP are incorrect as the data for the DWDM units used for the calculation are wrong. This problem has been resolved.

- CSCs118753
When creating an Ethernet Aggregated Demand or a TDM Demand, forcing the trunk operating mode to w/o FEC or to w/FEC is ignored and the operation mode is always retained as w/EFEC. This problem has been resolved.
- CSCs139271
In a network design with a terminal site using 40-MUX-C/40-DMX-C units, if bulk attenuators are required (at the input of the 40-MUX-C) to balance the TX Power of different wavelengths, they are not included in the BoM nor in the Internal Connections report. This problem has been resolved.
- CSCsm31111
The Wavelength Routing report only exports present services details. This problem has been resolved.
- CSCs136995
In a network design with OSMINE compliant units placement, the 32-WSS/32-DMX or 40-WSS as Multiplexer/Demultiplexer units in an OXC Multi-Degree node can be selected. This problem has been resolved.
- CSCs115132
In a network design with ROADM (Degree-2) nodes and separate shelves configuration, the cabling loss on the shelf sides is not considered when generating the ANS parameters. This problem has been resolved.

Related Documentation

Release-Specific Documents

- Cisco TransportPlanner DWDM Operations Guide, Release 8.5
- Release Notes for Cisco TransportPlanner 8.5
- Cisco MetroPlanner DWDM Operations Guide, Release 7.0.1

Obtaining Documentation and Submitting a Service Request

For information on obtaining documentation, submitting a service request, and gathering additional information, see the monthly *What's New in Cisco Product Documentation*, which also lists all new and revised Cisco technical documentation, at:

<http://www.cisco.com/en/US/docs/general/whatsnew/whatsnew.html>

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