



V4 SOFTWARE AND FIRMWARE REVISIONS

SOFTWARE

Version 4.0.25 – Initial Release 12-11-15

Version 4.0.26 – Release 12-17-15

- Fixed bug with I/O icf file conversions when updating from V2 or V3 global folders

Version 4.0.28 (V4.0 Build 28) – Release 3-9-16

- Added Drive-By-Wire Throttle Body Dropdown Type “Chrysler 53034251AB”
- Changed password protection entry to “hidden and double entry”
- Added “Dwell Tim Offset” to Advanced Tuning ICF “Table Type” selections. This value will offset the base ignition dwell value. Note the following:
 - The “Base Ign Dwell” will indicate the total of the base ignition timing dwell (whether from the single base dwell value, dwell table value, or hard coded value) plus any value from the Advanced Tuning ICF “Dwell Time Offset”.
 - The “Vol Comp Ign Dwell” value is the actual final dwell. NOTE: This value will only allow for a minimum of .1 msec and a maximum of 10 msec dwell. If the Base Dwell, battery compensation, plus Advanced ICF dwell offset value adds to over 10 msec, the “Vol Comp Ign Dwell” will be held at 10 msec (or .1msec minimum), even though the “Base Ign Dwell” will show a higher value.

Version 4.0.29 (V4.0 Build 29)

- Changed packaged firmware version from V4.0 Build 63 to V4.0 Build 64

Version 4.0.30 (V4.0 Build 30)

- Updated sample logfile to V4 version
- Fixed strip chart RTC bug (time off by a factor of 10)
- Fixed data monitor viewing issue when large font size is used.
- Includes firmware version V4.0 Build 64

Version 4.0.110 (V4.0 Build 110) – Release 12-13-17

Update to this software and firmware if you specifically:

- Are using Coyote Ti-VCT variable valve timing
- Are using Drive-By-Wire throttle body
- Are using 2003+ Ford 4R70W

Updates:

- Added Ignition Type dropdowns:
 - Ford Coyote Locked Cams (Non-Ti-VCT)
 - Ford Coyote w/Ti-VCT
- Add new Cam Sensor Type
 - Ford Coyote Pass. Side Intake Cam w/TiVCT
- Add following to Advanced and I/O ICF sensor and axis dropdowns
 - CAN channels
 - PWM Outputs
- Separated Ford AODE/4R70W into early and late applications to account for different VSS tooth counts
- Updated Base Fuel Table smoothing algorithms
- Transmission PPM output raised from 9,999 to 99,999
- PWM Tables are now editable on-line

FIRMWARE

Version HEFI_4000540.eep – Initial Release 12-11-15 – for use with software versions 4.0.25 & 4.0.26

Version HEFI_4000630.eep (V4.0 Build 63) – Release 3-9-16 – For use with software versions 4.0.28

- Fixed firmware version V4.0 Build 54 issue that allowed for a minimum of 3.8 AFR for target AFR (using methanol fuel type).
- Fixed sensor caution/warning switched output issue that didn't allow physical switched outputs to activate properly when enabled.
- Fixed firmware version V4.0 Build 54 issue when using "Spark, High Only" Rev Limiter type, on all non-coil on plug applications
- Allows use of Holley EFI shift light with Holley 553-106 digital dash
- Increased "de-bounce time" on Timing Retards in System Parameters to 10msec.

Version HEFI_4000640.eep (V4.0 Build 64) – For use with software versions 4.0.29 and 4.0.30

- Fixed firmware version V4.0 Build 63 issue where the following canned ignition types have a fixed .1 msec of dwell resulting in a no-start condition during cranking. The following ignition types were affected and corrected:
 - Gen III HEMI 36-2+2, Waste Spark Coils
 - Gen III HEMI 36-2+2, COP
 - Gen III HEMI 60-2, non-VVT
 - Ford Modular 2V/4V, 4.6 and 5.4, Waste-Spark Coils

- Ford Modular 2V/4V, 4.6 and 5.4, COP

Version HEFI_4001100.eep (V4.0 Build 110) – For use with software versions 4.0.110

- Add Coyote Ti-VCT Module and Crank/Cam sensor support
- Drive By Wire Updates
 - De-power throttle body after 1 minute without RPM signal input at key-on. Will re-activate after crank signal is sensed.
 - TPS autotset updates
- Support for 2003+ 4R70W transmission (proper VSS tooth count)