



SOFTWARE

Version 6.0 Build 400 – Initial Release 09/04/2023

Matching Firmware Version – HEFI_06004000.eep (6.0 Build 400)

Who should update: It is highly recommended that anyone using V6 update to this new software and firmware. Previous calibrations can be utilized as they were.

Note: The software installer now includes all dash and handheld firmware in the Holley EFI software directory (Documents\Holley\Dash). Compatible versions will be installed there. Any dash updates released before the next EFI software release will be put on the Holley.com.

Software Feature Updates:

- NA

Software Bug Fixes/Updates:

- NA

Version 6.0 Build 320 – Initial Release 08/14/2023

Matching Firmware Version – HEFI_06003200.eep (6.0 Build 320)

Who should update: It is highly recommended that anyone using V6 update to this new software and firmware. Previous calibrations can be utilized as they were.

Note: The software installer now includes all dash and handheld firmware in the Holley EFI software directory (Documents\Holley\Dash). Compatible versions will be installed there. Any dash updates released before the next EFI software release will be put on the Holley.com.

Software Feature Updates:

- NA

Software Bug Fixes/Updates:

- Updated the functionality of closed loop when using 2 oxygen sensors on Dominator ECUs.
 - When using Right/left only: Closed loop will remain active as long as the selected sensor is reading properly.
 - Average, leanest, richest: Will go open loop if either sensor has an error.

Version 6.0 Build 310 – Initial Release 07/17/2023

Matching Firmware Version – HEFI_06003100.eep (6.0 Build 310)

Who should update: It is highly recommended that anyone using V6 update to this new software and firmware. Previous calibrations can be utilized as they were.

Note: The software installer now includes all dash and handheld firmware in the Holley EFI software directory (Documents\Holley\Dash). Compatible versions will be installed there. Any dash updates released before the next EFI software release will be put on the Holley.com.

Software Feature Updates:

- Updated reaction time minimum limit to allow for negative reaction times (red lights).
- Updated ASM speed input list to filter out trans speed when racing trans is selected.
- Added additional view only lines to ASM traction graph to give more clarity on when cylinders are being shut off.
- Updated the default TDC tooth on missing tooth wheels to align with common applications.

Software Bug Fixes/Updates:

- Fixed bugs with 1d graph axis not displaying properly.
- Fixed bugs that would cause the x axis of 1d tables to get destroyed when using MAP as the axis and having display as PSI selected as the preference.
- Fixed bugs with green trace on tables not redrawing after changing zoom in datalog.

Version 6.0 Build 300 – Initial Release 04/17/2023

Matching Firmware Version – HEFI_0600300.eep (6.0 Build 300)

Who should update: It is highly recommended that anyone using V6 update to this new software and firmware. Previous calibrations can be utilized as they were.

Note: The software installer now includes all dash and handheld firmware in the Holley EFI software directory (Documents\Holley\Dash). Compatible versions will be installed there. Any dash updates released before the next EFI software release will be put on the Holley.com.

Software Feature Updates:

- PIN MAP test mode support added
- Added initial Godzilla support
 - Godzilla injector option added
 - Crank/Cam ignition types added
 - Oil PSI sensor added
 - CTS sensor added
 - VVT is NOT supported in HP/Dominator at this time
- Added support for new inputs:
 - Racepak Vacuum sensor
 - AEM 12 position switch
 - MAD Racing laser ride height sensor
- FW updates will now offer to pull the calibration and reinstall it when ECU is V5 or newer.
- Added a view in lambda option to the TAFR table
- Datalogger now allows users to set and save their line color preferences
- Datalogger now has an option to hide comparison log's lines without closing the comparison log
- Staged injection fuel tables now have an option to view the table in PW as well as the already available duty cycle and fuel flow
- When changing fuel type the software will now offer to update the TAFR and base fuel tables for you as appropriate
- Added ctrl + P short cut to open global file properties. Which allows for easy note taking.
- Added online "bubble" to nitrous stage tables
- Updated name of fuel injector option "FIC 1100H" to "FIC 1200H"
- Added support for Tremec manual transmissions
- Added shift master enable checkbox to Racing Trans setup.

Note: If you are currently using the racing trans feature you will need to enable/disable the check box twice to resolve the "enabling conflict error" message that pop up.
- When upgrading a calibration from a previous version you will only need to press yes once.
- Renamed and fixed order of Map sensors: All sensor limits and scaling are unchanged, only the name was updated to better reflect user needs
 - Changed "GM LSx MAP" to "Gen III LS1/6 (97-09) 1 Bar" and moved it below "Custom MAP" in the list
 - Changed "PN 12591290 1 Bar" to "PN 12591290/12594942 1 Bar"

- Changed "PN 12594942 1 Bar" to "Gen IV LS3/7 (2005+) 1 Bar"
- Changed "PN 12592525 2.5 bar" to "PN 12592525 2.5 bar (LS9)"
- Changed "Chrysler 56041018" to "Chrysler 56041018 1 Bar"
- Changed "Chrysler 05033224" to "Chrysler 05033224 2 bar"
- Channel configuration screens (Data monitor, strip chart, datalog) now have a sort, filter, and hide option.
 - Sort places all channels in alphabetical order
 - Filter is a standard search that only shows options containing the characters in the search box
 - Hide removes all unused channels from the list
- All 1D graphs now have the X axis drawn on them to more clearly show the values when not using "space x axis evenly"
- Updated precision of advanced table type "fuel flow multiplier" to have 1 decimal place (xxx.x)
- Updated precision of AFR parameters to have 2 decimals of precision (xx.xx)
- When emailing a datalog you will now be able to attach the .graph file as well
- Software now checks for product type when opening logs and warns users that it is an incompatible log file.
- Updated "TPS to Start Modulation Ramp" limits from 50-100% to 1-100%

Software Bug Fixes/Updates:

- Revised 2015-2017 Coyote Cal. (Removed learn table values)
- Fixed an issue that would cause tables to show a white screen while in online mode
- Fixed an issue causing hot keys would not work if caps lock was on
- Fixed issue with fill row hot key was not working on basic IO timing retards
- Comparison only showed 16 cells of the traction control tables, updated to show all 31 cells.
- Sensor Offsets were hidden but still active when using "custom" sensor dropdowns, now they are always shown
- Fixed issue with runaway axis addition when increasing a value by an amount that would make it greater than the cell next to it

Version 6.0 Build 220 – Initial Release 10/12/2021

Matching Firmware Version – HEFI_0600220.eep (6.0 Build 220)

Who should update: It is highly recommended that anyone using V6 update to this new software and firmware. Previous calibrations can be utilized as they were.

Note: The software installer now includes all dash and handheld firmware in the Holley EFI software directory (Documents\Holley\Dash). Compatible versions will be installed there. Any dash updates released before the next EFI software release will be put on the Holley.com.

Software Feature Updates:

- Dual pane navigation added. Right click on a parameter to have it shown on the right side of screen. New button on ribbon added to minimize/maximize the right pane.
- Open tune dialog now has the option to set a default directory. The home button will always take you back to the Holley directory
- Added vertical markers for drag strip times. This can be accessed by going into properties of the log viewer and using the check boxes to enable/disable each ET increment
- Added missing tooth diagram to custom ignition setup
- Added a Recalculate shift button to Trans ICF. When pressed it will apply a correction factor to the shift tables based on the difference of the old/new gear and tire sizes
- Added Rife sensors to various drop downs

Software Bug Fixes/Updates

- Fixed a bug that caused the software to crash on opening if automatic update check is enabled and no internet connection is available.
- Added an Ignore/Remove All option to the log viewer corrupt data point check
- Updated naming in the IO ICF to reference CAN ID instead of the previous CAN Serial
- IO.ICF will now show ECU PIN information for CAN modules
- Target boost channel now says either Target Dome or Target Boost to more accurately describe boost control strategy being used
- Added Terminator X Injector Data
- Updated save/open dialogs to all remember last location. Previously some would remember and others would go to a default folder every time
- Fixed a bug that would cause the software to think the tune was modified anytime the trans or idle icf were opened.
- Changed the maximum value for speed from 300 to 999mph
- Removed the cumulative nitrous percent line from the nitrous summary page
- Fixed an issue that would cause the trans ICF buttons to break when using racing trans after minimizing the tree view
- Added the ability to press enter and backspace in the open tune dialog to navigate into and out of folders
- Fixed an issue that would prevent the dump valve pulsed output table from autoscaling the time axis
- Fixed a bug that would cause the bubble to not track in the proper spot when a comparison log was open

Version 6.0 Build 200 – Initial Release 03/01/2021

Matching Firmware Version – HEFI_0600200.eep (6.0 Build 200)

Who should update: It is recommended that anyone using V6 update to this new software and firmware. Previous calibrations can be utilized as they were.

Note: The software installer now includes all dash and handheld firmware in the Holley EFI software directory (Documents\Holley\Dash). Compatible versions will be installed there. Any dash updates released before the next EFI software release will be put on the Holley.com.

Software Feature Updates:

- Firmware update times greatly reduced when using USB connection
- Official Support for CAN I/O Module
- The Terminator X “Stealth” TBI system types have been added to the TBI Injection type dropdown
- 36-2 Crank type support added to Custom ignition options
- New injector options have been added to the software
- New W/M injection type: Injector Duty Cycle Percent added. This is to allow for easier setup of charge pipe injectors in drag racing applications. More information included in help section. Operation of current modes not changed.
- Save to desktop option is now available in the file menus of the software. It will zip and save the open tune and/or log to the user’s desktop
- Email Global File/log option is now available in the file menus of the software. It will attach the open tune and/or log to an email for the user. NOTE: This will only work on computers that have an email client (IE Outlook) setup.
- Check for update feature added to the help menu. The ability to automatically check for updates can be turned on in the preference menu but is off by default.
- V5 .graph files will automatically be converted to work when opened in V6
- DM and .Graph files now offer a save/save as option after changes are made instead of the previous OK/Cancel
- When opening a comparison log it will now automatically update if it was a previous version.
- TPS autoset error indication updates: more thorough descriptions and indicates voltage values
- Added a check for bad timestamps to log viewer. It will give a popup and ask to remove the bad data point. This will allow users to recover logs that were otherwise un-openable previously in certain circumstances.
- CAN-USB Drivers updates.

Software Bug Fixes/Updates

- Resolved an issue causing some USB/CAN combinations to fail on the first firmware update attempt
- Racing Shift timer is now always available in channel monitor and logs when racing trans type is selected.
- Fixed a bug that caused the channel names to not update in logs for user namable racing trans channels.
- Fixed bug that didn’t allow the “Racing” Transmission Type in the transmission ICF to work properly with an HP ECU
- Revised the naming of the existing WM modes for additional clarity (functionality of current modes not changed)
- Fixed a bug that caused certain W/M channels not to show in the advanced tables if the inj driver outputs were selected.

- Updated the numeric control of single value parameters to match how graph controls function. This makes how the (-) key is handled consistent throughout the software. This affects both tuning and the log viewer.
- Updated the graph editor to better handle highlighting of multiple cells if the beginning cell is already highlighted
- Fixed the log viewer axis selection dialog window so that when pressing tab it scrolls thru sequentially
- Reformatted and updated the text in the FW/SW mismatch dialog boxes to add additional clarity
- Fixed a bug that caused table data to not update after changing screens while a datalog was open
- Removed the version icon from unknown version of Cals in the open file dialog. Previously it would show up erroneously as an older version.
- Fixed a bug that caused both the “CAN Setting” and “Sensor Setting Icons” to stay highlighted on each I/O setup screen
- Fixed a bug that caused the CL advanced control drop down to disappear when returning from the learn screen
- Updated the “Broadcast rate” for CAN to be a minimum of .1. Previously it was allowed to be 0.
- Updated IO.ICF Outputs to notify user that a key cycle is required when changing type
- Changed CAN broadcast rate maximum setting to 100hz
- No longer re-initialize CAN settings when changing output types (preserves CAN settings in outputs)
- Fixed a bug that caused the software to crash if the units where % in the ASM TC Y-Axis.
- Export to CSV changed back to values only (was previously showing status as well for some internal debugging)
- Fixed a bug that caused the software to not shut down gracefully if the user closed the software while in “Online” mode.
- Fixed a text error that still referenced V5 in comparison file popup.
- Fixed a bug that would cause math channels to not save properly.
- Strip chart now pauses to allow channel editing dialog box to pop up

Version 6.0 Build 110 – Initial Release 09/09/2020

Matching Firmware Version – HEFI_0600030.eep (6.0 Build 030)

- First V6 release
- Read V6 Software Update Overview for complete list of updates over V5 Build 171

FIRMWARE

Version HEFI_06004000.eep (6.0 Build 400) – Initial Release 09/04/2023

Compatible Software Version - 6.0 Build 300, 6.0 Build 311, 6.0 Build 320, and 6.0 build 400

Firmware Updates

- Fixed a bug introduced in build 320 that causes a start then stall condition when used with a Pro 600.

Version HEFI_06003200.eep (6.0 Build 320) – Initial Release 08/14/2023

Compatible Software Version - 6.0 Build 300, 6.0 Build 311, 6.0 Build 320,

Firmware Updates

- Fixed a bug introduced in build 310 causing unintentional Open loop fuel operation when using 2 oxygen sensors.

Version HEFI_06003100.eep (6.0 Build 310) – Initial Release 07/17/2023

Compatible Software Version - 6.0 Build 310

Firmware Updates

- Fixed a bug causing the AFR average channel to readout “disabled”.

Version HEFI_06003000.eep (6.0 Build 300) – Initial Release 04/17/2023

Compatible Software Version - 6.0 Build 300

Firmware Updates

- If wideband reads near max lean (>1.8 lambda for .25 seconds) the ECU will now force open loop
- Fixed an issue causing advanced tables to not enable when using the “time delay to start” without also using the “AT launch enable”
- When wideband sensor averaging is set to either “Right Only” or “Left only” closed loop will no longer shut off when the secondary wideband sensor is in an error state
- Improved AE RoC calculation accuracy and noise rejection
- Fixed an issue causing injectors to shut off near 100% duty cycle
- Updated boost control strategy to immediately go to 100% vent if target value is less than 0.5psi AND actual value is greater than 2.0psi
- Fixed an issue that caused the boost control solenoids to have poor control on the J4 connector when duty cycle was near 0%
- Fixed an issue with RPM derived PWM outputs not working with certain ignition types.
- Updated custom ignition types using waste fire to use the lower of the two timing offsets when a pair of cylinders both have cylinder timing trims
- Fixed an issue with “output active time” causing a late/delayed shift with Lenco transmissions
- Fixed an issue causing the min injector pulsewidth to not be obeyed when using the “custom” injection type
- Fixed an issue with Log triggering not working properly with the ECU log trigger input

Version HEFI_06002200.eep (6.0 Build 220) – Initial Release 10/11/2021

Compatible Software Version - 6.0 Build 220

Firmware Updates:

- Coyote quick start
 - Fixed an issue that would cause DBW to enter limp home in some rare instances. This is usually seen with Whipple DBW throttle bodies
 - Fixed a bug that caused a phantom misfire/rev limit
 - Fixed an error that would sometimes allow closed loop to stay active while rev limiters are active.
 - Fixed a bug that would cause the “cam ignore” option to not initialize with 58x, 24x, 60-2, 24-1, and Chrysler NGC crank options.
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Version HEFI_06002000.eep (6.0 Build 200) – Initial Release 03/01/2021

Compatible Software Version - 6.0 Build 200

Firmware Updates:

- Fixed an issue that caused the dry fuel value to not follow the progressive % if a nitrous stage offset advanced table was modifying the progressive %. The dry fuel value used to just be based on the progressive % table in the nitrous ICF and ignored a change by the advanced. It will now be based on the progressive % in the nitrous ICF combined with a modification in the Advanced ICF.
IMPORTANT NOTE!: If you were using the Advanced ICF Table Type “Nitrous Stage # Offset”, and dry fuel (not wet) this will change your dry fuel values from what it was. If you were using another advanced ICF table to compensate for the fuel change, this either needs to not be eliminated or modified.
- Added a small delay to the Nitrous Master enable input to prevent false un-triggering. If triggering is minutely interrupted on the enable after it is turned on, it will not cause the nitrous to reset, unless there is a significant time interruption.
- Revised the DBW PEDAL safety limits.
- Fixed a bug that causes the ECU to require a firmware re-flash to recover after selecting the 32-2 crank type. If you were using the 32-2 crank type, update to this firmware/software version.
- Corrected the scaling on the Y axis of 554-162 G-meter
- Fixed a bug in the outputs of the IO.ICF that caused the start delay to be ignored on power up if there was not a triggered start.
- Fixed error that would cause torque management to apply twice on 2-3 shift with automatic transmissions

Version HEFI_06000300.eep (6.0 Build 030) – Initial Release 09/09/2020

Compatible Software Version - 6.0 Build 110

- First V6 release
- Read V6 Software Update Overview fore complete list of updates over V5 Build 171