



V6 SOFTWARE AND FIRMWARE REVISIONS

SOFTWARE

Version 6.0 Build 110 – Initial Release 9/9/2020

- Proper Firmware Version – 6.0 Build 110

- First V6 release
 - Read V6 Software Update Overview for complete list of updates over V5 Build 171
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Version 6.0 Build 200 – Initial Release 3/1/2021

- Proper Firmware Version – 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
- 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 autosest 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

FIRMWARE

Version HEFI_06000300.eep (6.0 Build 30) – Initial Release 9/9/2020

– Compatible Software Version - 6.0 Build 110

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

Version HEFI_06002000.eep (6.0 Build 200) – Initial Release 3/1/2021

- 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