# April Public Release

2022-04-24 - EFILive Support - Comments (0) - Download

### The April Public Release software is available here

# Version Numbers

- V8 Software: V8.3.22
- V7.5 Software: V7.5.48
- FlashScan/AutoCal V3: Firmware: V3.00.090 (Apr 01, 2022) Boot Block: V3.00.006 (Feb 27, 2022)
- FlashScan/AutoCal V2: Firmware: V2.08.189 (Apr 08, 2022) Boot Block: V2.08.009 (Feb 27, 2021)

# EFILive V8 Software

V8.3.22

- Updated EFILive_XCal to include CM2100A (CMC) conversions.
- Fixed the VE cax8 compiler for LS1 style VE tables to correctly process the "Options" column when it contains "VE:B0104" which defines the cylinder volume that will be used for various VE calculations.

V8.3.21

- Fixed temperature axis labels on IAT Spark Table for E39.
- Fixed resource leak when opening/saving scan/tune files, which eventually lead to "out of resources" errors after long periods of using the software.
- Fixed problem when updating calibrations with different labels via the compare option would fail to update due to NAN (Not A Number) errors.
- Fixed copy/paste options for hexadecimal values.

V8.3.20

- The message telling the user to "Connect FlashScan" when saving tune files with active security settings was not being displayed if the security warnings had been disabled.
- Fixed pass-thru read/flash countdown box not being completely visible.
- Fixed memory leak when using encrypted *.cax8 files in the editor which eventually lead to "out of memory" and "out of resources" errors after long periods of using the

software.

- Fixed error "Activate: wglMakeCurrent failed The handle is invalid. Error Code: 6." when opening the Cummins Timing Calculator window.
- Updated flash routines for various controllers (E37, E38, E39, E67, E78, E80 and E92) to fix checksum problems caused after being programmed by some hand-held tuners.
- Fixed OILP_LS1 calculated PID, it had the wrong default scaling.
- Added VATs patch for selected E80 operating systems.
- Stripped tabs and spaces from conversion codes before attempting to apply the conversion codes to a device's license details.
- Removed "Purchase Streams" link and "Activate Stream" options. Now that FlashScan V2 devices have been "end of life" for more than 12 months, streams are no longer available for purchase.
- Fixed Cummins TCM VIN change option.
- Fixed E80 and E83 DTC codes in the editor, some were not displaying correctly.
- Changed the way the [Quit] button stops a pass-thru flash attempt.
- Changed the way the [X] button on V3 devices (and the [Cancel] button on FlashScan V2 devices and the [Prev] button on AutoCal V2 devices) stops a black box flash attempt.
- For the above two items:
- When reading, the read can be stopped at any time.
-
    - A flash attempt can now be stopped prior to erasing the ECM.
    - When VPW full-flashing, the flash cannot be stopped after the erase has occurred.
    - When VPW cal-flashing or CAN cal-flashing or CAN full-flashing controllers secured with a stock seed/key, the flash can be stopped at any time.
    - When cal-flashing controllers secured using EFILive's Auto-Lock option or that were unlocked using the "Try Key Range" option, the flash can only be stopped before the controller has been unlocked or after the erase has occurred.
- ATTENTION:
    - Previously when black-box reading or flashing, a "stop request" resulted in the read or flash being suspended while waiting for the user to confirm the stop request. That caused some controllers to abort the read or flash before the user confirmed the stop request. Now, the read/flash continues in the background while waiting for the user to confirm the stop request. If the user does not confirm the stop request within 5 seconds the stop request is automatically cancelled.
- Fixed LS1B full-flash recovery for 1MB PCMs. Previously the full-flash recovery did not detect the 1MB PCM memory size correctly and aborted due to a memory size

mismatch.
- Fixed xcal conversion process for CM870 and CM875.
- Fixed DTC tables for E98.

V8.3.19

- Added editing support for E80, E81, E82 and E84.
- Fixed A40 operating system segment checksum calculations.
- Added *.xcal conversion for CM2450A files.
- Added option to configure the CAN ID (or VPW ID) used by OBDII based wide band controllers for pass-through logging.
- Fixed "Integer Overflow" error in scan tool when displaying +/-Infinite PID values (i.e. calculated or external values that contain a "divide by zero" operation).
- Fixed E86B JTAG/KTAG import file checksum failures.
- Changed E86A and E86B checksum display to show the full 32 bit value not just the low 16 bits.
- Updated the search option to also search through row labels if/when calibrations have text based row labels. Note: Column labels are not searched.
- Fixed problem when saving a tune file that contains comments. The software does not "remember" that the file has been saved and keeps prompting the user to save the file.
- Added blank *.cam files to allow users to construct *.cax8 calibration mappings for E01, E41, E88, E90, E93, E99 and T87A controllers. WARNING: EFILive does not manage nor update the torque checksums if/when any of those controllers' files are edited using user defined *.cax8 files. Do not modify torque calibrations via *.cax8 definitions.
- Fixed calibration search failing to find floating point values.
- Added calibration search range option, use the "><" prefix to search for a range of values. I.e. use ><500:1000 as the search term to search for values in the range 500..1000.

V8.3.18

- Added virtual torque modelling for E92.
- Fixed "Abstract Error" when adding a new calculated PID in the Scan window when a Tune window is open in the background.
- Removed PID validation requirement when pass-thru data logging for wide band controllers using the OBDII CAN interface to transmit wideband data.
- Fixed problem where meta data segments that were too large were causing the AutoCal V2 firmware to mis-read the Remote AutoCal License number which meant the file was incorrectly rejected for flashing (error $0536) even though the file was linked to the correct AutoCal. To apply the fix (which reduced the size of the meta data segments), the tune file must be opened in the V8 software and re-saved.

V8.3.17

- Fixed fault that caused encrypted *.cax8 files to fail to load.
- Added option to convert single V7 cax definitions to V8 cax8 definitions.
- Added more descriptive error messages (based on the new, unique return codes from the firmware) when license conversion-codes fail in [F7: Licenses]->[F5: Convert].

V8.3.16

- Added EFI_ScriptName intrinsic variable to *.Lua script so that a script can "know" its own name.
- Added Oil Life Reset option to [F4: OBD] window.
- Fixed EFILive Explorer not accepting user's first device selection when multiple devices were connected.
- Fixed display of ALT calibration when comparing 2 calibration tables when the axis labels are decrementing rather than incrementing.
- Generic PID $0013 "O2 Sensor Location" was displaying sensor locations backwards - i.e. "Yes=Sensor not Present" and "No=Sensor Present". That has now been changed to "Yes=Sensor Present" and "No=Sensor not Present".

# EFILive V7 Software

V7.5.47

- Version synchronization.

V7.5.46

- Version synchronization.

V7.5.45

- Version synchronization.

# FlashScan/AutoCal V3 Firmware

V3.00.090

- Changed the way the "X" button interrupts/stops a black box flash attempt. See comments above in the V8 softwaresection for more details.

V3.00.089

- Boot block (V3.00.006) updated with more comprehensive SDRAM error checking at startup.
- Added option to configure the CAN ID (or VPW ID) used by OBDII based wide band controllers for black box logging and pass-thru logging.

V3.00.088

- Removed PID validation requirement when pass-thru data logging for wide band controllers using the OBDII CAN interface to transmit wideband data.

V3.00.087

- Implemented external PID transmission via F, S and V frames so that third party data loggers can log PID data.

V3.00.086

- Added unique return codes when license conversion-codes fail.

V3.00.085

- Fixed problem where black box logging Cummins light duty controllers would cause V3 devices to display all PIDs as "N/A" and then freeze.

# FlashScan/AutoCal V2 Firmware

V2.08.188

- Changed the way the the "Cancel" button on FlashScan V2 devices and the "Prev" button on AutoCal V2 devices interrupts/stops a black box flash attempt. See comments above in the V8 softwaresection for more details.

V2.08.187

- Added option to configure the CAN ID (or VPW ID) used by OBDII based wide band controllers for pass-thru logging only.

V2.08.186

- Added unique return codes when license conversion-codes fail.

# Calibration Updates

V8.3.20

- E78.
- CM2350A.

V8.3.19

- CMC (fixed E2591 not showing).
- E78.
- CM2350A.
- CM2450A.

V8.3.18

- CM2350A.
- E98.

V8.3.17

- CM2450A.

V8.3.16

- E92.
- E98.
- E80.
- CM2350A.
- CM2450A.

# Documentation Updates

V8.3.18

- EFILive FlashScan V2 Serial Protocol.pdf.

Known Issues

Issue #1: When logging DMA PIDs (i.e., PIDs whose names end with "_M" or "_DMA"), if the ignition is switched off for an extended period while data logging but data logging is not terminated, then when the ignition is switched on again the data log automatically continues. However, the DMA PIDs may no longer return valid data.

Workaround: EFILive recommends stopping the data log and restarting the data log when switching off the ignition for extended periods.