

# EMU PRO CHANGELOG

2024-07-24

**Client: 110.6 public release**  
**Firmware: 110.6 public release**

## Firmware:

### Fixes:

- Short pulse adder calculation is correct now (an issue introduced in version 103.0)
- *Short pulse adder* and *Dead time* tables have correct axis for *Rail 2* and *Rail 3*

## Client:

### Improvements:

- The yellow „Make Permanent” status remains visible until the task is completed on the device.

2024-07-18

**Client: 110.5 release candidate (RC2)**  
**Firmware: 110.5 release candidate (RC2)**

## Firmware:

### Fixes:

- Low oil pressure protection: Correct state displayed after „Blocked: engine runtime low”
- The trigger system no longer detects engine stop at the beginning of the cranking when the Nominal Teeth Count is small (e.g. 2)

### Improvements:

- Low oil pressure protection works also with low pressure switch

2024-07-09

**Client: 110.3 release candidate (RC1)**  
**Firmware: 110.3 release candidate (RC1)**

## Firmware:

### Fixes:

- DBW: Spring force duty cycle base channel value is correct now
- VW: Traction control off switch is handled correctly now
- VW: Vehicle speed is sent correctly

- Cranking: prime pulse is now working correctly when the activation is set to 'On first trigger signal'

Client:

Improvements:

- Smart Grid: increased text indent and improved DPI scaling for better readability

Fixes:

- Blip tables for DSG configuration are back visible (an issue introduced in version 110.0)
- 10-bar pressure sensors are configured properly now

2024-04-30

**Client: 110.0 beta**

**Firmware: 110.0 beta**

Firmware:

**Change:**

- **Primary trigger decoder '36-2-1: Mitsubishi EvoX' was changed:**
  - **Prior to firmware version 110.0, the spark was retarded by 10 degrees on two cylinders. After updating the firmware please check:**
    - **base ignition table (Ignition Angle Base)**
    - **per-cylinder corrections (Ignition Correction Per cylinder)**

New features:

- New Rolling Launch Control strategy
- New Cruise Control strategy
- Flex fuel sensor: *Custom value channels* as Source available
- Ignition: Custom correction table added
- New primary trigger decoders:
  - Mitsubishi 3A92 (36-2-1-1)
  - 2\*(30-2)

Improvements:

- VW:
  - Cruise control steering wheel buttons support added (removed GRA\_Hauptschalt, GRA\_Recall, GRA\_Neu\_Setzen from 'DSG/Diagnostics' channel)

- Custom kickdown switch available
- Nitrous: Negative fuel correction available
- Launch control: Ignition control possible to be disabled

Fixes:

- Correct *Fuel volume* channel value when fuel cut
- *Boost/Target/Corrections* channel has correct value for target limits
- Launch control: *RPM Target base* channel has the correct (non-zero) value

Client:

New features:

- The Graph Log, Smart Grid, Scope and VE Tuner panels can be called directly from the application toolbar

Improvements:

- Smart Grid: Added support for right-clicking
- VE Tuner can automatically resize Bank 2 Volumetric efficiency table

Fixes:

- Fixed a rare issue with the Help Panel not showing content after loading a project or connecting to a device
- A crash has been corrected when loading a log file from a different firmware configuration.

2024-03-28

**Client: 103.1 experimental**  
**Firmware: 103.1 experimental**

Firmware:

Fixes:

- Values are now correctly assigned to the Project Tree elements. (Corrected a bug where values for Keyboard Buttons and Logical Functions were mistakenly swapped, for example).

2024-03-22

**Client: 103.0 experimental**  
**Firmware: 103.0 experimental**

Firmware:

#### New features:

- Added second volumetric efficiency table for independent bank tuning.
- Closed loop fuel pump control
- Accelerator sensor – Digital input, Custom value or custom voltage channel possible as input source.
- The capability to send BT CAN Stream for cooperation with BT module has been added.
- New vehicle CAN Streams:
  - BMW E46
  - BMW E46 M3
  - BMW Z4
  - BMW E90
- Added Custom DC motor strategy.
- Boost control strategy: added support for electronic wastegate with a return spring.
- Five more Custom outputs added (from F to J).
- Idle double PWM valve can be used with outputs other than H-bridge.
- Support for additional trigger wheels:
  - Primary trigger: HONDA J35A8
  - Secondary trigger: HEMI Gen III
  - Secondary trigger: Nissan GTR R35
  - Secondary trigger: generic decoder “Factor sequence”
  - Secondary trigger: generic decoder “Shorter than factor”

#### Improvements:

- Coolant temperature range extended to 250 degrees C.
- Lambda target range extended to 6.0 (for use with hydrogen).

#### Fixes:

- 'Invert output' parameters are not displayed anymore when not used.
- Rail count for stage injection was not disabling the unused rails.

#### Client:

##### Improvements:

- VE Tuner – modified to handle two Volumetric efficiency tables
- Smart Grid: Values column width now dynamically scales with panel size

- Added support for right-clicking on the empty desktop

Fixes:

- Resolved unit handling for table-related channels in the Graph Log

**2024-03-06**

**Client: 102.0 public release**  
**Firmware: (no changes)**

Client:

Fixes:

- Graph log axes grouping works properly with user-defined channels (fixed issue introduced in version 102.0 RC1).
- DPI scaling of 2D tables and device name works properly

Improvements:

- Minor messages content changes in the APS tuner

**2024-02-07**

**Client: 102.0.1 release candidate RC2**  
**Firmware: (no changes)**

Client:

Fixes:

- Table axes generation - fixed an issue with minimal and maximal values when using imperial units system
- Pressure sensor calibration and failsafe values now convert properly to imperial units
- 8-bit channels are now always properly logged to the Client (fixed issue introduced in version 102.0 RC1).
- Resolved the out-of-memory error when working with long log files (this is the second fix).
- UI - fixed an issue where two panels remained active when switching between tabs that shared the same panel.

**2024-02-01**

**Client: 102.0 release candidate RC1**  
**Firmware: 102.0 release candidate RC1**

Firmware:

Improvements:

- Correct value of 'Idle Air flow Stepper motor Steps' channel
- Cranking fuel volume correction – increased range from 0-250% to 0-2000%
- Value for pressure sensors set correctly when source is *Vehicle specific CAN Stream*
- Changed default axes for e.g. Cranking Volumetric efficiency, Boost Control Pressure Base, ... to 'Sensors Throttle 1 position'

Client:

New features:

- Added support for imperial units. To change units system go to *General Options* window.
- Table Editor: Added "*Save File...*" and "*Load File...*" commands. Right-click on the cells and select the desired command from the menu.

Improvements:

- VE Tuner – completely redesigned, now it is available as a panel. Additional data calculation and user experience improvements

Fixes:

- VVT Tuner – 'Primary trigger start tooth' is calculated correctly for VANOS with exchanged outputs
- Resolved out of memory error when working with long log files

2023-11-21

**Client: 101.1 experimental**  
**Firmware: 101.1 experimental**

Firmware:

Improvements:

- VW Specific CAN stream – brake pressure sensor received from ABS module
- Failsafe value for pressure sensors set correctly when unused
- Value for pressure sensors set correctly when source is *Vehicle specific CAN Stream*

Client:

Fixes:

- A bug that caused some channel values to not display correctly has been corrected (this was a regression in version 101.0).
- Project Tree: CANbus Transmit dialog: Save CANX file button is now properly handle multiple bitfields of the same channel.

**Client: 101.0 experimental**  
**Firmware: 101.0 experimental**

### Firmware:

#### New features:

- Boost target based on turbospeed
- Anti lag: fresh air valve support

#### Improvements:

- Changed default axis for Cranking Volumetric Efficiency
- Gearbox: Changed default values for restore rate in *Rpm matching* and *Blip/Post-shift cylinders cut*

#### Fixes:

- Gearbox:
  - 'low actuator pressure' error is not generated when Pre-actuator pressure diagnostics is not OK
  - Improved error statuses priorities
  - Gear shift timer is calculated correctly for Down Shift Recovery and Blip Recovery states
  - Shiftec – communication with the module is using the Torque Driver instead of Torque Actual parameter.
  - DBW Target is not changed when Gearbox blip method is set to value other than DBW Target
  - Negative/positive torque TPS threshold channel values are correct now
  - Shiftec – data from the gearbox are handled correctly in IDLE state of the gearbox strategy
- VW/DSG:
  - MDNORM parameter is now being sent correctly over CAN when VW Vehicle CAN stream and DSG gearbox are chosen at one time
  - The torque sent is clamped to the torque max value
  - The torque percent calculations correct when the max torque is above 620Nm for DQ250 or 1240Nm for DQ500.
  - double torque bit is sent correctly for DQ500
  - Fuel usage, dynamic RPM, allow start (starter lock) protocol improvements
  - 'Driver requested torque Base' works correctly when 'Use engine torque

base' parameter is chosen

- Wheel speed and Vehicle speed values fixed when ABS Emulation enabled
- ALS: Fixed strategy behavior when exiting the strategy
- Mazda RX8 – CAN stream fixed
- Toyota GT86/Subaru BRZ – CAN stream fixed

Client:

Improvements:

- The Factor of a CANbus Receive Channel can have seven decimal places, such as 0.0000001, to enable the reception of GPS coordinates

Fixes:

- The improper time offset issue in Graphlog when working with long log files has been resolved
- When adding a row to a table, the content is now interpolated correctly
- The keyboard shortcut 'S' no longer causes crashes in the VE Tuner dialog and the User Table dialog

2023-09-15

**Client: 100.0.3 experimental**  
**Firmware: 100.0 experimental**

Client:

Fixes:

- Fixed the automatic conversion for projects that use either the Custom Voltage Channel or the Custom Value Channel as a source for sensors. (Starting from firmware 100.0, sensors use the physical value instead of the raw value.)

2023-09-14

**Client: 100.0.2 experimental**  
**Firmware: 100.0 experimental**

Client:

Fixes:

- Resolved an issue that caused a crash when the 'undefined' channel was used on a table axis."



2023-09-11

**Client: 100.0.1 experimental**  
**Firmware: 100.0 experimental**

Client:

Fixes:

- Fixed a bug causing a crash when saving a project without a connected USBtoCAN.

2023-09-11

**Client: 100.0 experimental**  
**Firmware: 100.0 experimental**

Firmware:

New features:

- Password protection
- Idle strategy – added stepper motor support
- Sensors:
  - *Pre-throttle pressure sensor* added
  - *Pre-intercooler* and *Post-intercooler temperature sensors* added
  - *Exhaust manifold pressure sensor* added
  - Separate brake pressure for front and rear axle
  - Lambda Sensor External controller – custom voltage channel and custom value channel sources added (including CAN bus channels)
  - Added Diagnostic channel for Lambda sensors
  - EGT sensors – custom value channel (including CAN bus channels) source available
  - Turboshaft speed sensor
    - analog input, custom voltage, and custom value channel source available
    - *Turboshaft speed max* channel added
  - Wastegate position sensor – custom voltage channel and custom value channel sources added (including CAN bus channels)
- DSG: parking lock actuator

New OEM CAN streams:

- Mazda RX8
- Toyota GT86/Subaru BRZ

## Improvements:

- Fuel Short term trim – added more activation conditions (engine runtime and efficiency load)
- Lotus Evora CAN Stream – TPMS Emulation may be switched off
- Overboost protection – soft fuel cut mode available
- Boost
  - added *State* channel
  - added *Manifold pressure max* parameter
- Traction control - added channels informing about the state of the strategy
- Gearbox, sequential
  - added minimum pre-actuator pressure activation parameter for paddle shift
  - added parameters for limp mode activation for paddle shift
  - added custom limp shift activation condition for paddle shift
  - the actuator is activated only when the paddle is used. When the gear lever is used – blip/torque reduction is performed but the actuator is not activated for the paddle shift
  - Gear lever shift up activation voltage and Gear lever shift down activation voltage are tables now
- Sensors diagnostics - *custom value too low* and *custom value too high* states added
- Error states for Flex Fuel Diagnostics have values below zero now
- Diagnostic channel for Vehicle speed added
- Calibration for *Gear shift actuator pressure* sensor refreshed 500Hz (not 50Hz)
- *Blocked – autostart interrupted* state for Starter relay has value below zero now

## Changes:

- Analog sensors now use the physical value instead of the raw value, when sourced from custom voltage or value channels. Conversion of projects will be done automatically when loading old project or upgrading the firmware.

## Client:

### New features:

- Loading password-protected projects onto a device with a matching password without the need to enter the password.
- VE Tuner – added tool to modify VE table using data from a log
- Added the ability to full-size a single panel (F6 or Tab+Space)
- Full support of custom channel colors

Fixes:

- Fixed inconsistent number handling for keyboard layouts requiring shift to input numbers (e.g. Czech or French)
- Resolved the issue of narrow column in the Smart Grid when DPI scaling is applied

2023-09-05

**Client: 99.3 public release**  
**Firmware: 99.3 public release**

Notes:

- The firmware "99.3 release candidate RC5" has been renamed to "99.3". It is the exact same firmware.

2023-08-28

**Client: 99.3 release candidate RC5**  
**Firmware: 99.3 release candidate RC5**

Firmware:

Fixes:

- Corrected the dwell time issue during spark cut at high RPM and long base dwell time.
- Resolved ignition intervention problem for Ignition outputs 11 and 12.

2023-08-22

**Client: 99.2 release candidate RC4**  
**Firmware: 99.2 release candidate RC4**

Firmware:

Fixes:

- *Fuel consumption Total volume* is working correctly
- EMU BLACK CAN Stream
  - *Fuel consumption Total volume* sent correctly
  - *Analog input 5 & 6* sent correctly (10-bit, not 12-bit value)
  - *DSG mode, EGT1 & EGT2, Pit limiter and Traction control torque reduction, starter request* flag sent correctly

2023-08-11

**Client: 99.1.1 release candidate RC3**  
**Firmware: 99.1 release candidate RC3**

Firmware:

Fixes:

- VVT Switched: hysteresis is working correctly
- Gearbox: *Blip level* channel is updated correctly in all states
- Gearbox: Cable blipper output duty cycle is correct now

Client:

Fixes:

- Fixed a bug that prevented the firmware from being upgraded on the first attempt.
- Fixed a bug with real-time logging that sometimes didn't start after a firmware upgrade.
- DBW Tuner for BMW S65: Fixed a problem that caused a crash if the tuner window was closed right away without doing the tuning

2023-07-13

**Client: 99.0 release candidate RC**  
**Firmware: 99.0 release candidate RC**

Firmware:

New features:

- Sequential gearbox – Cylinder cut in the post-shift state

Improvements:

- Gearbox Shifttec – ramping during deactivation improved for Post-blip cylinder cut
- RPM Matching – ramping during deactivation improved

Fixes:

- ALS works correctly with Overrun enabled
- Fuel level sensor – filtered value updated correctly when engine running
- Traction control
  - Integrator reset threshold work correctly
  - Inactive states have values below zero now

- RPM limiter – DBW Target is correct now during hard fuel cut
- Lotus CAN stream - clutch status is correct when the DSG gearbox used
- *Short term trim Lambda Target* value is now working correctly for *Lambda Delay* values greater than 980 ms
- Channels from the following two groups are updated correctly: *Fuel Lambda target Corrections* and *Fuel Corrections*

Changes:

- DBW Safety – DBW tracking error is triggered only when the DBW Target is lower than the Throttle position

Client:

Fixes:

- The default Y-axis for each 3D table is now correctly initialized (error introduced in version 96.0)

**2023-06-16**

**Client: 98.2 experimental**  
**Firmware: 98.2 experimental**

Firmware:

Fixes:

- *Short term trim Lambda Target* value is now correct – it is now delayed *Fuel Lambda target* by the time defined in *Short term trim Lambda Delay* table.
- *Gearbox state* is now correct when using *Shift finished feedback* parameter with the value *Source disengage*.

**2023-06-12**

**Client: 98.1 experimental**  
**Firmware: 98.1 experimental**

Firmware:

Fixes:

- Short term trim value is reset to 0% after the strategy is blocked (issue fixed after it was introduced in version 96.0)

**2023-06-07**

**Client: 98.0.1 experimental**  
**Firmware: 98.0 experimental**

Firmware:

New features:

- Manual gearbox – Torque reduction (Flat shift) and blip with RPM matching
- Boost – electronic wastegate control using the built-in H-bridge outputs
- CANbus Keyboards support – Project Tree / Add / CANbus Keyboard. Support for up to 2 keyboards:
  - ECUMASTER - 2x2, 3x2, 4x2, 5x2, 6x2 and 5x3
  - Grayhill CANopen – 2x4, 3x4, 4x2, 5x3 and 5x4

Improvements:

- Enumeration channels such as a "Trigger Sync state" has now textual representation in the Data Master software
- Gearbox Shiftec:
  - Torque reduction recovery ramp added
  - Post-blip cylinder cut – experimental (can be changed in the future)

Fixes:

- CANbus Receive Channels: Timeout Value is now handled properly

Changes:

- New log file format V24 – Data Master 2023.4 is required to view new log files.

Client:

Improvements:

- VVT Tuner:
  - VANOS - reversed control direction handling
  - VANOS - PID calculation for dual solenoid
  - Basic results validation
- Documentation updated

Changes:

- Trigger Sync state "Fully synced" renamed to "Synced" to better describe the

behavior in case of NOT using a secondary trigger sensor.

2023-05-26

**Client: 96.1 experimental**  
**Firmware: 96.1 experimental**

Firmware:

Fixes:

- Engine RPM Limiter: Strategy activation fix.

Client:

Fixes:

- Sensors Fuel temperature: Source='Flex Fuel sensor' is now correctly handled
- Proper project conversion of "Coolant temperature" bit after changing the name from "Engine coolant temperature".

2023-05-16

**Client: 96.0 experimental**  
**Firmware: 96.0 experimental**

Firmware:

New features:

- 4D tables and scalar tables. The following tables are automatically converted during the upgrade/load process: Ignition Angle Base, Fuel Lambda target Base, Boost Target Base, DBW Accelerator translation.
- Steering angle sensor – *rate* in [°/s] channel added
- VW Specific CAN stream - ABS, Steering position sensor, Airbag and Gateway emulation added
- Lambda target correction added
- Lambda guard strategy added
- Injector duty cycle protection added

Improvements:

- Negative values are allowed for short pulse adder correction
- When using Wasted Spark and secondary trigger is configured the fueling system is working in full sequence

Changes:

- Fuel correction ramping removed
- Secondary trigger "N-1" uses the same minimal factor as in EMU BLACK (150%). A project that uses this trigger is automatically converted to "Longer than factor 200%".

Fixes:

- Steering angle sensor
  - *Calibration* channel has a correct value
  - *Value* is now correct for defined offset other than 0°

Client:

New features:

- 4D tables and scalar tables implemented (require firmware 96.0 or later)
- VVT Tuner:
  - Added chart of camshaft position vs duty cycle
  - Detection of minimal duty cycle for VVT work (e.g. in ford Coyote)

Improvements:

- VVT Tuner:
  - Modified Relay algorithm
  - New style of duty cycle and position sliders

Changes:

- Scope Graph: TDC/fuel/knock changed for Wasted Spark ignition method

Fixes:

- Improvements in Client application stability

2023-04-27

**Client: 93.0.1 experimental**  
**Firmware: 93.0 experimental**

Client:

Improvements:

- Tune Display now supports custom user channels from Project Tree
- Improved look and feel of the application menubar.



Fixes:

- The use of sensor wizards no longer results in data corruption and app crashes.
- Correct values are now consistently displayed for channels in both Smart Grid and Text Log

2023-04-21

**Client: 93.0 experimental**  
**Firmware: 93.0 experimental**

Firmware:

New features:

- New vehicle CAN streams:
  - Can-Am Maverick 900 Turbo
  - Can-Am Maverick X3 Turbo RR 2021
  - Polaris RZR

Improvements:

- All outputs are now deactivated at the beginning of the shutdown procedure.

Fixes:

- Ignition lock is working correctly with the Idle strategy

Client:

Improvements:

- All ECU memory limits are now properly handled by the Client
- Memory Report window has been expanded
- CANbus Transmit window: Save .CANX File: symbols are now shortened to a maximum 30 characters limit to allow loading to ADU
- Graph Log and Text Log: improved precision for 32-bit channels

Fixes:

- CANbus Transmit: the types for U16 and S16 channels are no longer swapped
- Log files loaded to the Client and then re-saved are no longer being corrupted
- VVT Tuner: increased number of downloaded scope samples

2023-03-31

**Client: 92.5 experimental**

## **Firmware: 92.5 experimental**

### Firmware:

#### New features:

- Gearbox – Shiftec GCU support
- Evo X (36-2-1) primary trigger decoder

#### Fixes:

- Project Tree: Numbers: Histeresis operation is now working correctly

#### Changes:

- Sensors/Gear/Source – *Vehicle Specific CAN Stream* enum value name changed to *Gearbox Strategy* (used for DSG, Shiftec gearbox types)

### Client:

#### Fixes:

- Graph Log: proper range for enumeration channels (e.g. *Fuel Short term trim State*)

2023-03-28

**Client: 91.2 Public Release**  
**Firmware: 91.2 Public Release**

### Firmware:

No changes compared to 91.2

### Client:

#### Fixes:

- Tables / Swap Axes is now moving data corectly
- EMU PRO 8 hardware limitations are now correctly applied in every part of the Client software

2023-03-20

**Client: 91.1 release candidate RC**  
**Firmware: 91.1 release candidate RC**

### Firmware:

#### Fixes:

- Gearbox – fixed error with not executed torque reduction for up-shift for sequential gearboxes

## Client:

### New features:

- Limitation for EMU PRO 8 hardware implemented in the Client:
  - A new EMU PRO 8 project can be selected at the start of the application
  - Added “File / Change target device” menu command to change between EMU PRO 8 and EMU PRO 16.

### Improvements:

- Undo is working again (regression in version 90.x)
- VVT Tuner: duration of collecting scope depends only on RPM
- DPI scaling fully functional

### Fixes:

- VVT Tuner no longer accidentally overwrites the “Primary trigger start tooth” and “Initial teeth angles” settings of other camshafts.
- The Client application no longer crashes when a very old version of OpenGL is used.
- The client application no longer crashes when using the Ctrl+V on the axes of a table.
- Fixed the issue with axes in manual mode not responding properly to changing custom channel properties (factor, offset, signedness...)

### Known issue:

- The installer and the main executable file are not digitally signed.

2023-03-07

**Client: 91.0 beta**  
**Firmware: 91.0 beta**

## Firmware:

#### New features:

- *User latching* switch – *Reset to default* functionality added
- *ESP Off* switch added – now used by Vehicle Specific CAN streams for Lotus instead of *Traction control off* switch

#### Improvements:

- *Idle* strategy is blocked when a blip from the gear shift is active
- Cranking safety conditions moved from *DSG* and *Starter output* to the *Cranking* strategy
- Scope - added trigger state “Searching” to scope graphs (denoted by “s” letter)
- Engine RPM is now properly calculated in the trigger state “Searching” (no more RPM spikes in cranking)
- Gearbox:
  - *Blip level* may be treated as minimum DBW Target - *Blip level is DBW target min* parameter added
  - *Strategy transition ignition ramping* for blip added
- DSG:
  - *Gearbox torque losses* channel accuracy improved
  - Park gear engagement safety condition improved

#### Fixes:

- Coolant fans in “2-speed” mode:
  - *Output slow* initialization fixed
  - *State* is displayed correctly
- *Vehicle Speed* limiter: custom activation condition is working correctly

#### Client:

##### Improvements:

- Logging frequencies of Custom (Project Tree) elements are now stored in a project file.
- Graph Log: samples are now properly time-aligned even if channels have a different logging frequency
- Smart Grid: CAN IDs are now displayed in hexadecimal notation (e.g. 0x600)
- Scope Graph:
  - added trigger state “Searching” - denoted by “s” letter
  - additional tooth (for N+1 trigger) are now denoted by “A” letter
  - added “Ctrl+X” shortcut to clear the Scope Graph

- a corrupted line at the bottom of a camshaft signal is no longer displayed

Fixes:

- The application is now properly checking if a newly created custom element has a unique name across an entire project.
- CANbus Transmit Frame dialog is now displayed with high DPI settings.
- Fixed crash when loading log files from different version than the Client application (internal format increased to V23)
- Tables: Axis Wizard: proper validation of Min / Max values for 32-bit channels.

2023-02-24

**Client: 90.3 (Public Release)**

**Firmware: 90.3 (Public Release)**

NOTE: Upgrading from beta firmware version (firmware 86.1 and earlier).

During the upgrade from a beta firmware, all settings will be reset to default. You need to have a project file of your tune saved on your PC. The project file can be obtained from your EMU PRO device using an older version of the software.