*********************ECU INTERFACE FIRMWARE REVISION
LOG*******************************

Version 2 - 06/22/2016
1) First production release

Version 3 - 07/07/2016
1) Fixed issue that would not allow Haltech.
2) Changed the FuelTech v2 default max RPM scaling from 1,000 to 10,000.
3) Fixed Electromotive TECGT default VNet ID coflict.
4) Added support for Life Racing F88 ECU.

Version 4 - 07/13/2016
1) Added support for MaxxECU.
2) Fixed issue causing missing Atomic TBI channels buttons.
3) Fixed issue with exponent when recording some OBDII channels.

Version 5 - 07/22/2016
1) Added EFI config channel to Pro EFI so user can enable additional channels.
Requires DataLink v4.7.2.
2) This update will cause the module to revert to factory default settings.

Version 6 - 09/07/2016
1) Updated Pro EFI to latest data stream specs. Requires DataLink v4.7.3
2) Added support EMS EM-Tech ECU's. Requires DataLink v4.7.3

Version 7 - 09/15/2016
1) Added support Emtron ECU's. Requires DataLink v4.7.4

Version 8 - 11/08/2016
1) Added channel to allow the user to change the MEFI4 ECU ID. Requires DataLink
v4.7.6

Version 9 - 11/30/2016
1) Verify that we get a response to supported OBDII PID request.
2) Fixed OBDII when vehicle uses 29 bit addressing.
3) Fixed issue that was causing the Motec interface to not properly sync.

Version 10 - 12/02/2016
1) Disable ECU CAN bus if errors are detected. This should prevent crashing the ECU
bus if the incorrect ECU is selected.

Version 11 - 12/13/2016
1) Changed OBDII CAN bus detection method.

Version 12 - 05/17/2017
1) Added Polaris RZR. Requires DataLinkII v4.8.3 or higher.

2) Added the ability to transmit messages on the ECU CAN bus when User Configured is selected as ECU Type. Requires DataLink v4.8.6 or higher.

Version 13 - 05/22/2017
1) Added ability to turn off CAN bus error detection. Requires DataLinkII v4.8.3 or higher.
   WARNING: If CAN bus error detection is turned off and you connect to a ECU that is different than the one you have
   programmed, you can crash the ECU CAN bus and potentially prevent the engine from running properly. This is particularly
   hazardous when connected to OBDII. So if you chose to turn off CAN bus error detection, you do so at your own risk.

Version 14 - 01/08/2018
1) Fixed the default MEFI engine RPM and coolant temperature scalings.
2) Fixed FuelTech default max RPM from 1000 to 10000. This was causing the RPM value to overflow when it reached 3276.
3) Added a method to prevent a Fueltech 2.0 segmented packet from allocating too much memory.

Version 16 - 02/14/2018
1) Added DJE interface.

Version 17 - 04/20/2018
1) Added workaround for Mini Cooper OBDII not responding to engine ECU PID request.

Version 18 - 06/28/2018
1) Fixed loss of communication when Racepak is turned on before the Haltech (v2) ECU and Buss Error Detection option is enabled.

Version 19 - 07/27/2018
1) Added support for Holley Dominator V4 Standard CAN protocol. Requires DataLink v4.8.11 or higher
2) Added support for Holley Sniper CAN protocol. Requires DataLink v4.8.11 or higher
3) Fixed communication issues with Haltech (v2) in case no other CAN device is connected to the bus.

Version 20 - 09/06/2018
1) OBDII stability improvements.