

Hey all...

What we don't want is for anyone to be confused about the difference between LIVE Tuning, DYNO Tuning, and STREET Tuning since the terms often get interchanged. So here's the difference, at least from my perspective...

Live Tuning consists of hardware and software that allows a person with a laptop computer to be able to make instantaneous changes to the vehicle's calibration. Live Tuning can be done in conjunction with Dyno Tuning or can be done in a real world environment, also known as Street Tuning.

Dyno Tuning consists of making modifications to a calibration, running on the dyno to check for improvements or inconsistencies, make more changes, run it again, and so on and so on. Again, with the right equipment, you can Live Tune on the dyno.

Street Tuning is similar to Dyno Tuning in that calibration changes are made, loaded into the PCM, and adjusted as needed.

Currently, we only offer Live Tuning for EEC-IV and EEC-V processors. This includes the 7.3L (1994½ to 2003) and pretty much any other Ford vehicle between 1988 and 2003. We have the capability to do EEPROM GMs, but honestly I don't have enough familiarity with GMs to be comfortable tuning them at this time.

For all later model vehicles (2004+ and 2003 6.0L) we offer Street Tuning or Dyno Tuning which in most respects is similar to Live Tuning, except that the changes are not instantaneous and must be loaded into the PCM before before each run. These changes usually take less than 30 seconds to load (40 seconds on the 6.4L) and then another run can be made. This is as close to Live Tuning as we can get on the 6.0L, 6.4L, or any of the other late-model gas vehicles.

Just for reference, there is equipment available that can handle Live Tuning for late model CAN-based vehicles, but the equipment is extremely expensive and extremely sensitive. If anyone is REALLY interested in it, you can look at <http://www accuratetechnologies.com> for more information.

Hope this helps clear up the confusion.

Bill