



## News

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**#1 in Dodge Cummins Performance**

Let's talk a bit about the technology advancements in the past ten years... Think about the cell phone you had ten years ago and what today's cell phones have to offer. The difference is night and day, right?

Well, the same thing happened in the automotive industry. The features today's vehicles offer make even ten year old vehicles look obsolete.

The exact same thing happened to the ECM's. In the past ten years the memory storage capacity, coding and features of current ECM's have advanced just as much as cell phone technology! The CPU speed is 20 times faster and memory space is 16 times larger. The time needed to program, or how we most often call it, flash, these ECM's has improved at the same rate.

The Smarty S67 is no longer up to the task. It simply does not have enough computing power installed to be able to unlock a 2013+ ECM within a reasonable time and with reasonable effort for the customer. Sure, eventually we could get it to work "somehow". We evaluated this possibility. We would have needed the customer to install an unlock only software on the S67. Then connect a cable to the under hood Cummins service bus and flash the ECM. Then update the S67 with another software, connect to the OBD plug, and flash another software into the ECM. Finally, update the S67 a third time and flash the ECM yet again. This process would take no less than 90 minutes. The Smarty Junior would need even longer- No thanks! Please, don't get us wrong. When we designed the S06 platform it WAS advanced enough to stay on the market for the years to come BUT it was developed back in 2005...

In order to work with these new technologies one needs the right tools. We saw the trend at least five years ago and started the development of our new technologies to remain up to the task. The development of the Smarty Touch and all the required software has been a three-year long process that has required more investments than we care to even mention.

The Smarty Touch was just the starting point. We developed, in house, like everything else we do, the hardware and the needed code for it. While we were at it, we provided the Smarty Touch with more than enough computing power to deal with the new ECM technologies for years to come. In fact, the Smarty Touch uses three distinct CPU's networking together for one reason: SPEED.

The outcome?

Let's just mention this: to flash a 2013 and newer truck, the Smarty Touch needs less than five minutes. In those five minutes it unlocks and flashes the ECM. The best competitor needs twelve minutes to flash the same truck but does not even unlock the ECM! Why is the Smarty Touch so much faster? The best answer we can provide is: TECHNOLOGY!

If the Smarty Touch is just the starting point for further advancements and implementations, what else?

### **To come to the point... What's the news?**

1) We have released our tuning software, the UDC Pro RT. RT stands for "Real Time", which means with this software it is possible to send tuning parameters to the ECM in REAL TIME. To keep this simple, instead of having to flash the ECM and wait several minutes for the process to complete, the tuner changes a parameter, curves, tables, etc. and hits the real time button. In less than a second the engine runs with these changes.

This is groundbreaking news for the tuners! Testing that required hours, or more likely, days, can now be done in SECONDS. Once again, Smarty Touch's technology allows this!



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To our best knowledge, no one else offers this kind of technology for an OEM ECM anywhere in the world. Combine the real time capability with the most comprehensive tuning parameter availability for the Dodge Pick up's, covering all years from 1998.5 to present, voilà!

[For a quick guide and introduction to the UDC Pro RT please read here](#)

2) We are now allowing the Smarty Touch to custom tune up to four trucks at the same time! To do this we're introducing a new Firmware update (Ver-1.1.2) for the Smarty Touch and a change in our VIN# Lock policy. [For further details about this change please read here.](#)

3) Last but not least. **The MM3.**

The MM3 is a new product based on the Smarty Touch hardware platform, but the similarities end there. The MM3 is dedicated to the custom tuning market and the professional tuner.

**The MM3 can be considered an "Open Tuning Platform".**

It comes "blank", meaning it has no tuning software installed. It has its firmware, all drivers, communication protocols, ECM unlocks, human interface, Real Time capability, etc. installed. It is designed to be able to load tuning software's files from the UDC Pro RT and from a variety of different tuning software's. Upon request from the manufacturers of the tuning software's, it can be easily adapted to load tuning files in any format.

Given that the MM3 is a blank unit, ANY performance tuning HAS to come from a professional tuner. Simply put, the tuners build the performance software and the MM3 allows the tuner get his software's into the ECM. All working principles like, Get stock file, send files, ECM files, Real Time Group and Real Time Parameters are the same as with a Smarty Touch.

**To come to an end, what else is in the makes?**

During the first release to the public the UDC Pro works on the 2010 to present trucks. The 5.9L Common Rail trucks are in advanced stage. If we do not run into any major hiccups down the road those should be released within 10-15 days from today. Today is March 16, 2016...

After the 5.9L Common Rails are released we will dedicate our team to the 1998.5 to 2002 VP trucks. We anticipate the release +/- 20 days after the 5.9L CR's have been released.

Then, finally we complete the product line with the addition of the 2007.5 to 2009 6.7L trucks, another 15-20 days after the VP trucks have been released.

More additions to the UDC Pro software are already being worked on. Functionalities for ease of use mostly.

The Data Logging capabilities of the Smarty Touch are there today but need to be expanded. We have discussed the concept and will start the development of a whole new interface integrated into the UDC Pro in the next days and weeks. It's a rather big project so don't hold your breath yet, it'll take weeks and months before it's ready. We will keep you updated about the progress.

A revision of the tuning software's for the Smarty S03 to S67 is scheduled.

Between all the above, as time allows, we will try to find a way to expand the UDC software for the older Smarty's also. Given the limited limited hardware resources they have it's going to be a complex task. Anyhow we will find a way to do better!