



HOW TO GUIDE

**EVOLUTION X MR / RALLIART TC-SST "TACTRIX"
(FLASH/REFLASH) PROCEDURES**

BETA TESTING

**Thank you to everyone that has contributed
information to this process.**

All files are stored in an online repository.

[SST Support Files](#)

Disclaimer:

I (we) as a community of geeks and car enthusiasts take no responsibility for the modifications that you choose for your vehicle. Each and every one of you inherits the full risk of performing this modification. There is no guarantee that this flash procedure will not damage your TC-SST. Mitsubishi can and will void your powertrain warranty if they realize that you have performed this modification.

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BACKGROUND

Twin Clutch Sportronic Shift Transmission (TC-SST)

OPERATION

Twin Clutch Sportronic Shift Transmission (TC-SST) uses dual clutches to change gears. The TC-SST completes the clutch and gear shifts more quickly than a driver could in a conventional manual transmission, and is also quicker than either an automatic transmission with a torque converter, or a single clutch automated manual transmission. The system's high-efficiency power transmission mechanism is on par with a normal manual gearbox, while allowing quicker gear shifting with no drop-off in engine power, thus offering greater performance and better fuel economy. The system can be operated by both a console-mounted shifter, and magnesium steering wheel paddle shifters; and offers semi-manual and fully automatic modes. TC-SST also works in conjunction with Mitsubishi's Super All Wheel Control (S-AWC) system.

The operation of TC-SST is smoother than that of a conventional automatic transmission because it uses clutches instead of a torque converter to transmit power. The key to the system's operation is in the electronic and hydraulic controls. TC-SST can select two gears at the same time by putting odd (1st, 3rd, 5th) and even (2nd, 4th, and 6th) gears on separate input shafts, each connected to an individual clutch. While one gear is engaged by one of the two electro-hydraulically operated wet multi-plate clutches, the other is pre-selected, awaiting to be engaged by the second multi-plate clutch. The TC-SST, in principle, behaves like two three-speed manual transmissions operating on the same output shaft. With both clutches under precise system control, the gear change is made when the clutches are "swapped" simultaneously, allowing fast, smooth gear changes with no interruption in power delivery. Nevertheless, those who prefer the traditional "stick shift" have criticized the level of driver involvement in TC-SST and other dual-clutch transmissions.

The odd and even gear shafts are linked via a transfer gear, resulting in a shorter overall transmission length. The transmission electronic control unit (ECU), sensors and solenoids are all housed within the transmission valve body. The TC-SST is equipped with a transmission oil cooler, and uses a synthetic fluid designed for twin clutch transmissions.

DRIVE MODES

TC-SST allows switching between three shifting modes: "Normal", which uses relatively low engine-speed shift points to deliver conservative shifting biased towards optimized fuel economy; "Sport", for use when driving in the mountains or when engine braking is required; and "S-Sport", which keeps the engine turning at even higher revs compared to "Sport". "Launch Control" is also available only in "S-Sport" mode. **Note:** "S-Sport" is available only on the Evolution X MR Editions and not on the TC-SST found in the current Lancer Ralliart which makes do with "Normal" and "Sport" modes.

GEAR RATIOS

Mitsubishi Evolution X MR Edition

1 st	2 nd	3 rd	4 th	5 th	6 th	Final
3.655	2.368	1.754	1.322	1.000	0.775	4.062

Mitsubishi Ralliart Edition (Sedan/Sportback)

1 st	2 nd	3 rd	4 th	5 th	6 th	Final
3.655	2.368	1.754	1.322	0.983	0.731	4.062

Ralliart TC-SST Flashing History

BACKGROUND


In September 2012 a forum member of Evolutionm.net named Crak published a comprehensive guide using either a Multi-Use Tester (M.U.T – III) or a Medic3 to flash the Mitsubishi Evolution X MR's (Powertrain Control Module) PCM firmware to the Mitsubishi Ralliart's PCM. This enabled the Ralliart to utilize the "S-Sport" and "Launch Control" features only present on the MR Edition.

[Forum](#)

CONCERNS

The biggest issue is the requirement of a M.U.T –III system or the Medic3 system for a one time flash. The M.U.T – III system can be purchased online for upwards of \$600 USD and it's a fairly expensive system for a single use like flashing the PCM. There have been instances of certain Dealerships allowing the use of their M.U.T – III to perform the flash understanding that it automatically will void your warranty in accordance with Mitsubishi Motors Medic Update Tech Talk Article TT-193-13-002 dated January, 2013.

"SUPERSPORT" MODE TC-SST SOFTWARE INSTALLED IN RALLIART MODELS – 2009-2013 Lancer/Lancer Sportback Ralliart. In the event you see a Ralliart model with extensive engine or TC-SST transmission damage, please perform the following quick check prior to beginning diagnosis. With the ignition key on, the engine off, and "Sport" mode displayed on the MID, push the TC-SST mode switch forward and hold it for 3 seconds. If the MID display changes to "S-Sport", the transmission software has been modified. Connect the MUT-III, print the ECU information for your records, advise your DPSM of the situation, and contact the Warranty Hotline with the VIN.

 Technical Information		MEDIC UPDATE TECH TALK ARTICLE	
SUBJECT:		No: TT-193-13-002	
"SUPERSPORT" MODE TC-SST SOFTWARE INSTALLED IN RALLIART MODELS		DATE: January, 2013	
		MODEL: See below	
CIRCULATE TO:	<input type="checkbox"/> GENERAL MANAGER	<input checked="" type="checkbox"/> PARTS MANAGER	<input checked="" type="checkbox"/> TECHNICIAN
<input checked="" type="checkbox"/> SERVICE ADVISOR	<input checked="" type="checkbox"/> SERVICE MANAGER	<input checked="" type="checkbox"/> WARRANTY PROCESSOR	<input type="checkbox"/> SALES MANAGER

"SUPERSPORT" MODE TC-SST SOFTWARE INSTALLED IN RALLIART MODELS — 2009 -13 Lancer/Lancer Sportback Ralliart. In the event you see a Ralliart model with extensive engine or TC-SST transmission damage, please perform the following quick check prior to beginning diagnosis. With the ignition key on, the engine off, and "Sport" mode displayed on the MID, push the TC-SST mode switch forward and hold it for 3 seconds. If the MID display changes to "S-Sport," the transmission software has been modified.

Connect MUT-III, print the ECU information for your records, advise your DPSM of the situation, and contact the Warranty Hotline with the VIN.

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The information contained in this bulletin is subject to change. For the latest version of this document, go to the Mitsubishi Dealer Link, MEDIC, or the Mitsubishi Service Information website (www.mitsubishitechinfo.com).

NEXT STEP

In December 2013 a member of EvoXForums.com named Betty2 started a thread called “SST TCU (Updates Here)”. [Forum](#). The original intent of the thread was to provide a centralized location for the disassembly and modification of the .CFF file that Mitsubishi uses to flash the TC-SST platform. It was soon discovered that a specific piece of software was released from Mitsubishi called Pass-Thru CAN. That software and a Tactrix cable would allow any person to flash the TC-SST PCM without the need of the full M.U.T-III system. After careful testing and verification it was proven that the same approach of flashing the TC-SST could be applied to any 2008+ Mitsubishi Evolution X MR Edition or 2009+ Mitsubishi Ralliart (Sedan/Sportback), and significantly changed the game for most Ralliart owners who were unwilling to risk their warranty or pay a significant fee for the M.U.T – III system.

The system is now in testing and analysis. More information will be coming shortly.

LEAVE BLANK FOR NOW

REQUIRED ITEMS

Pass-Thru CAN

INTRODUCTION

Mitsubishi Motors North America, Inc. offers J2534-1 Powertrain Control Module (PCM) re-flash capability in accordance with CARB & EPA regulations. Mitsubishi Motors vehicles use re-flashable PCMs starting with the 1998 model year. Before attempting a re-flash of a Mitsubishi PCM, you must obtain a validated J2534-1 pass-thru device. In addition, you must only re-flash a Mitsubishi PCM when a specific Mitsubishi Motors Technical Service Bulletin (TSB) calls for it. In some cases, re-flash procedures are accompanied by replacement of parts or other related procedures. Failure to follow these guidelines may result in an unsatisfactory repair.

Because J2534-1 is an SAE standard, in theory, any J2534-1 certified device should be able to be used to perform J2534-1 re-flashes. PCM initialization (required when replacing a Mitsubishi PCM) can be performed with the J2534-1 device with newer CAN equipped vehicles. Legacy K-line equipped vehicles will require the MUT-III Special tool to accomplish PCM initialization. Several special tool manufacturers have J2534-1 pass-thru devices available for sale. Mitsubishi Motors testing to date has found that there are some differences between the available devices in the market. Therefore, Mitsubishi Motors can only recommend the use of devices that have been validated to work on Mitsubishi Motors vehicles with Update Manager and Pass-Thru CAN (Mitsubishi Motors software applications to perform PCM procedures using a J2534-1 pass-thru device).

AVAILABILITY

Pass-Thru CAN Software is obtainable from <https://mitsubishitechinfo.com>. The software is free to download and install but in order to use the full capabilities of the software you must purchase a subscription. The cost is as follows.

\$19.95 – 1 Day

\$99.95 – 1 Week

\$249.99 – 1 Month

\$999.99 – 6 Months

\$1,499.99 – 1 Year

This has been fixed with a registry key modification. [Directions](#)

Unless you don't condone stealing and in that case just ignore the registry key fix and pay your appropriate subscription.

This is the direct link to the PASS-Thru CAN Software for installation:

[Download](#)

By default, Pass-Thru CAN performs read functions only: To determine the PCM part numbers(s), the current Software Part Numbers(s) (software level) of the vehicle you are working on, as well as the Vehicle Identification Number (VIN) stored in the PCM. Pass-Thru CAN cannot be used to re-flash the controller or initialize the PCM without further support file downloads. **Note:** Vehicles with a manual transmission will not have an A/T PCM part number or A/T Software Part Number.

Pass-Thru Can is downloaded as a ZIP file and must be installed in a temporary directory and unzipped before installation. After unzipping, double-click on the "setup.exe" file to install Pass-Thru CAN with reader functions activated only. Other functions are activated using additional support files downloaded in the Subscriber portion of the website. The base Pass-Thru CAN application only needs to be downloaded and installed one time.

Tactrix Openport 2.0

INTRODUCTION

From re-flashing to logging to diagnostics, the Openport 2.0 can do it all with just a PC laptop and a USB port. Use it with our EcuFlash software for unlimited tuning and logging of Subaru's, Mitsubishi's and an ever-expanding list of supported vehicles. The Openport's industry-standard SAE-J2534 interface can also be used with OEM re-flashing software for any car sold in the USA since 2004.

AVAILABILITY

The Openport 2.0 is our newest tuning tool hardware that is capable of communicating with most OBDII compliant vehicles using a standard J2534 interface. Combined with our EcuFlash software, the Openport 2.0 is capable of re-flashing a large number of newer Subaru and Mitsubishi vehicles, and support for other cars is in progress. We include a USB cable with each Openport, which is all the hardware you'll need unless you have one of the few vehicles that require a separate re-flash adapter. For Subaru you'll only need a re-flash adapter for the 2001 through 2005 WRX, but not STi. For Mitsubishi, you'll need the adapter for most pre CAN vehicles which include the 5-9 Evo.

<http://www.tactrix.com/>

Cost: \$169.00 + S&H

- 72Mhz 32-bit processor
- USB 2.0 full speed device (USB-A/Mini cable included)
- Field upgradeable software
- Supports these major OBD protocols:
 - CAN 2.0 (CAN/ISO15765)
 - K-line (ISO9141/ISO14230(KWP2000)/dual K line)
- J2534 Pass-Thru support with Windows DLL
- Standalone datalogs to microSD / microSDHC card without a laptop
- Able to apply GND or 5V-25V to OBD pins 1,3,9,11,12,13 or AUX 2.5mm stereo connector
- Able to log from Innovate Motorsports 2.5mm stereo MTS data bus
- RGB status LEDs



EcuFlash 1.44

INTRODUCTION

EcuFlash is a general-purpose ECU re-flashing and editing tool that supports an ever-growing list of vehicles. EcuFlash uses the OpenPort 2.0 vehicle interface to re-flash vehicles via the OBDII port. EcuFlash also allows you to edit ECU data (known as 'maps' or 'tables') in a human-readable format using a XML-based definition system to translate the data. With properly setup definitions, the ROM from any vehicle can be edited. Future plans for EcuFlash include logging support / overlay, and live tuning.

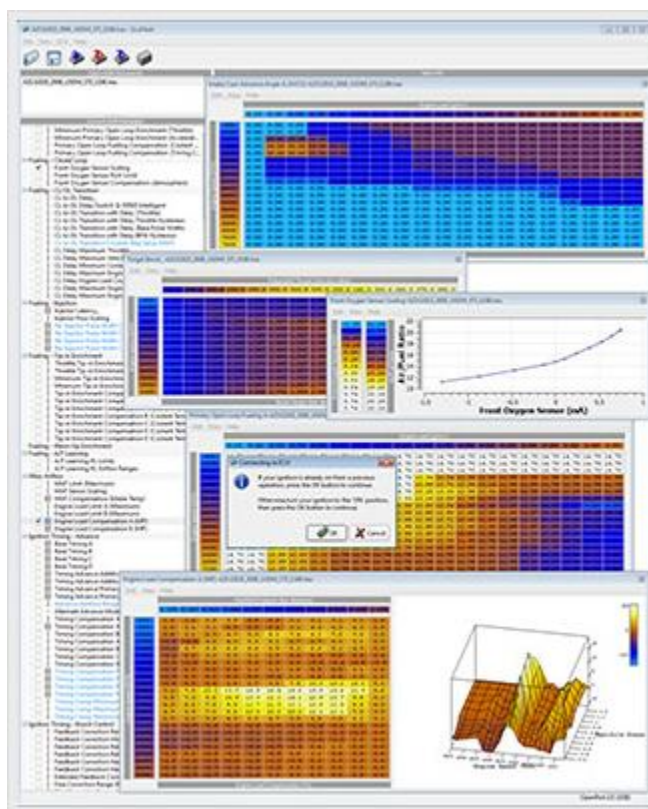
AVAILABILITY

The software is free to download and install for use with the Tactrix Openport 2.0 device.

This is the direct link for the EcuFlash 1.44.3721 for Windows XP/Vista/7/8

[Download](#)

Follow instructions for proper installation



INSTALLATION

Getting Started (Windows 7 64 Bit Installation)

PASS-THRU CAN

Pre-Setup:

Pass-Thru CAN works as expected when installed to the proper directory, which is C:\Program Files. Windows 7 64-bit Operating Systems prefer to install all 32-bit programs to C:\Program Files (x86) which will cause issues with Pass-Thru CAN operations.

#1. Change Windows 7 64-bit Registry Installation Directory

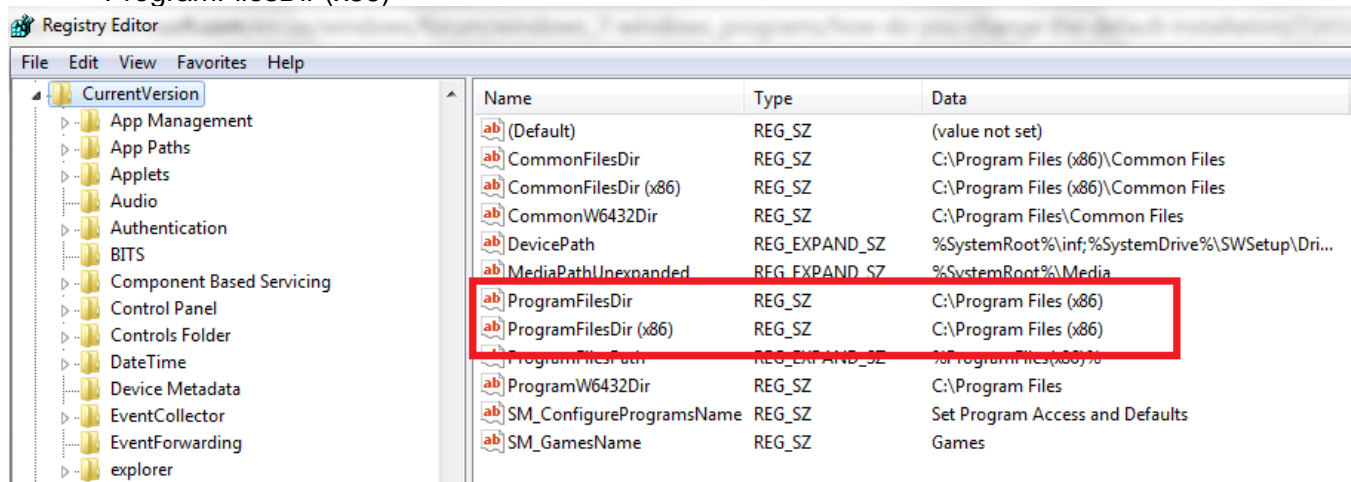
Click Start and type in %systemroot%\SysWOW64\regedit.exe

Navigate to HKEY_LOCAL_MACHINE\SOFTWARE\Microsoft\Windows\CurrentVersion

Change the two values to C:\Program Files and close registry editor.

ProgramFilesDir

ProgramFilesDir (x86)



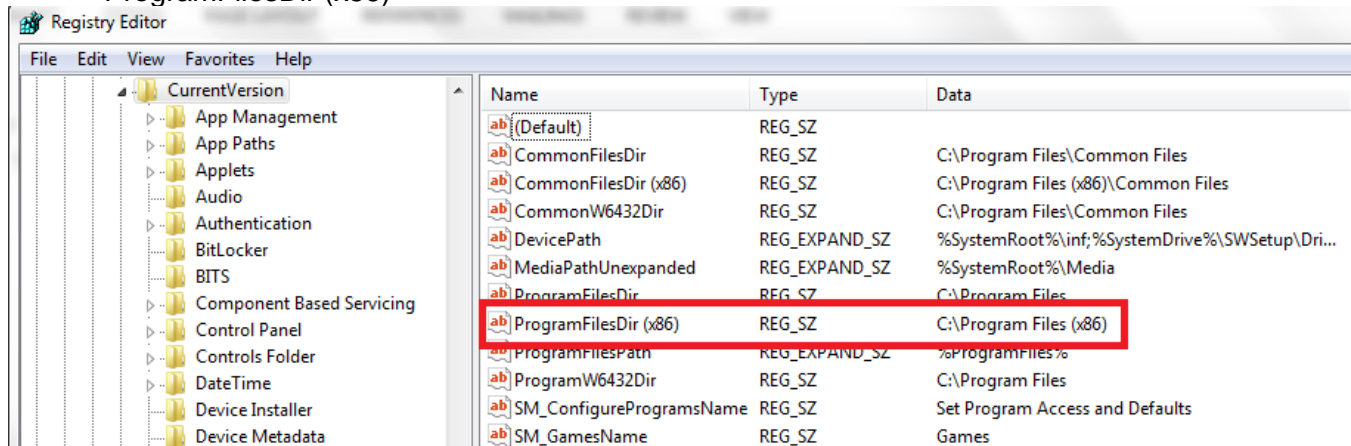
#2. Change Windows 7 32-bit Registry Installation Directory

Click Start and type in %systemroot%\regedit.exe

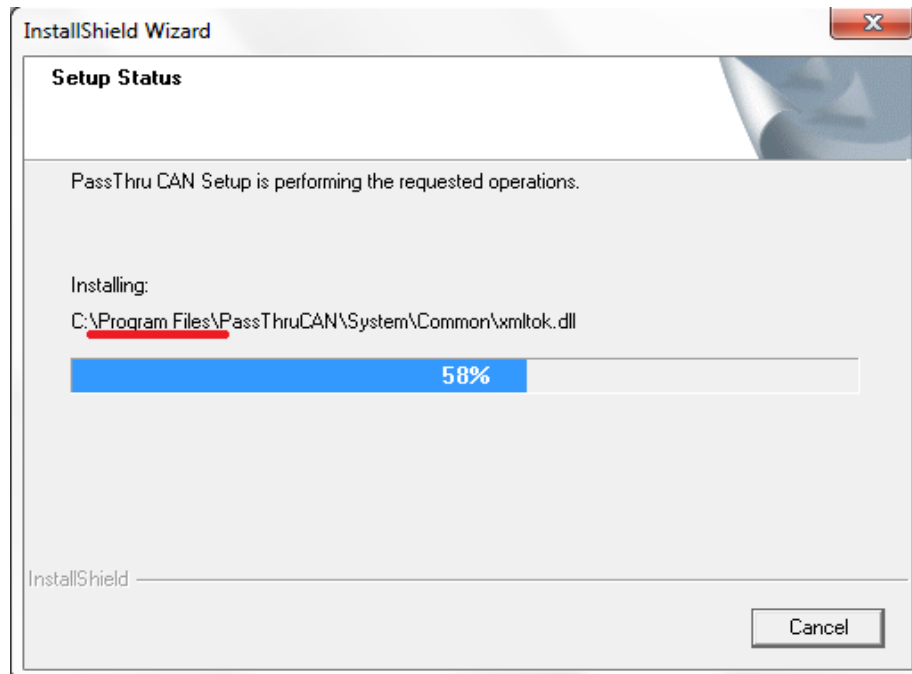
Navigate to HKEY_LOCAL_MACHINE\SOFTWARE\Microsoft\Windows\CurrentVersion

Change the value to C:\Program Files and close registry editor.

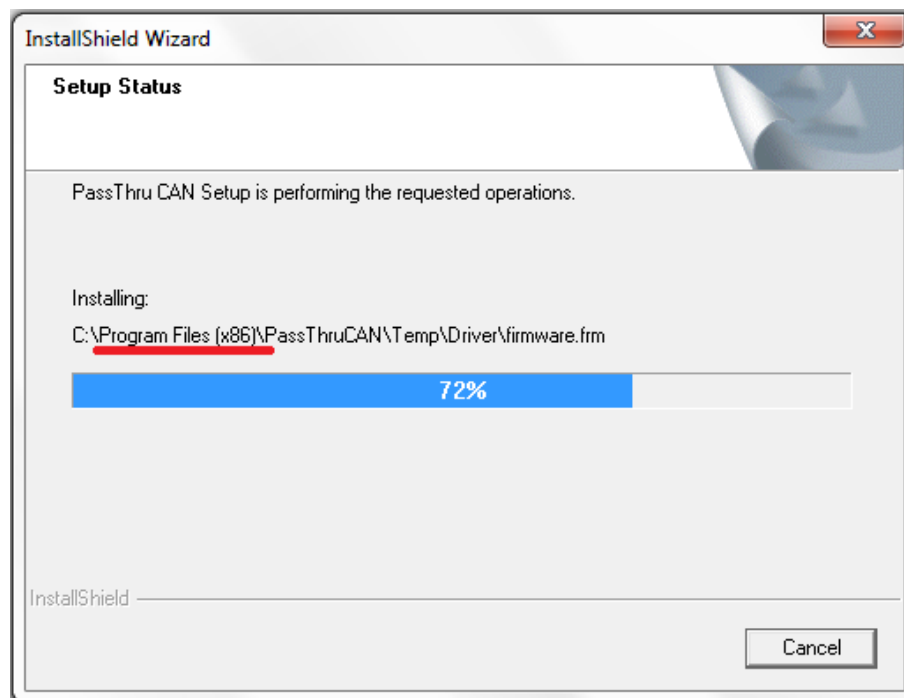
ProgramFilesDir (x86)



Right:



Wrong:

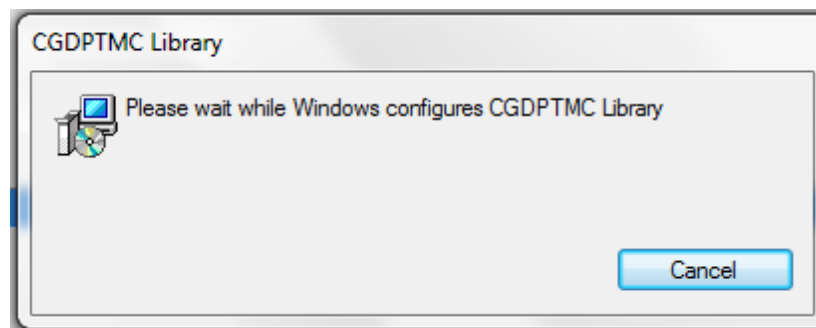
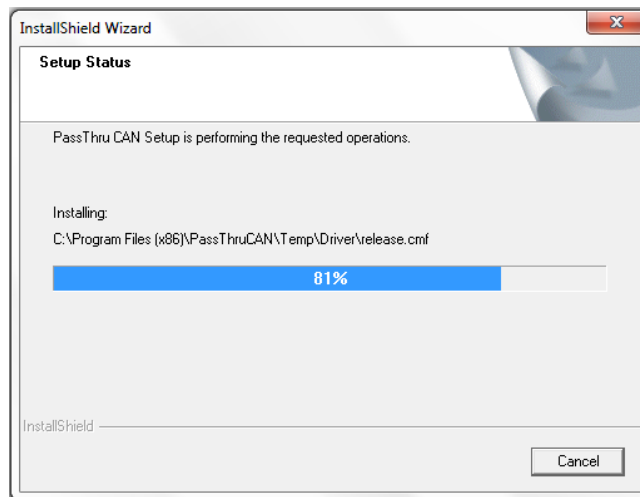


#3. Download and Install Pass-Thru CAN

[Download](#)

The file will download as "CANPassThru.zip" in your download directory.
Unzip folder to local download directory and execute **Setup.exe**

Wait for both windows to close and verify installation was successful in C:\Program Files\PassThruCAN
If file is not there check your registry file changes and ensure they were done successfully



#4. Undo all registry changes by referring back to steps 1 and 2. [UNDO](#)

#5. A desktop icon will be created called "PassThru CAN" with a Mitsubishi Logo. The shortcut location is wrong and needs to be changed. Right mouse click on the shortcut and select "Properties".

Change Target:

From "C:\Program Files (x86)\PassThruCAN\System\Common\PTCAN.exe"

To "C:\Program Files\PassThruCAN\System\Common\PTCAN.exe"

And click "OK"

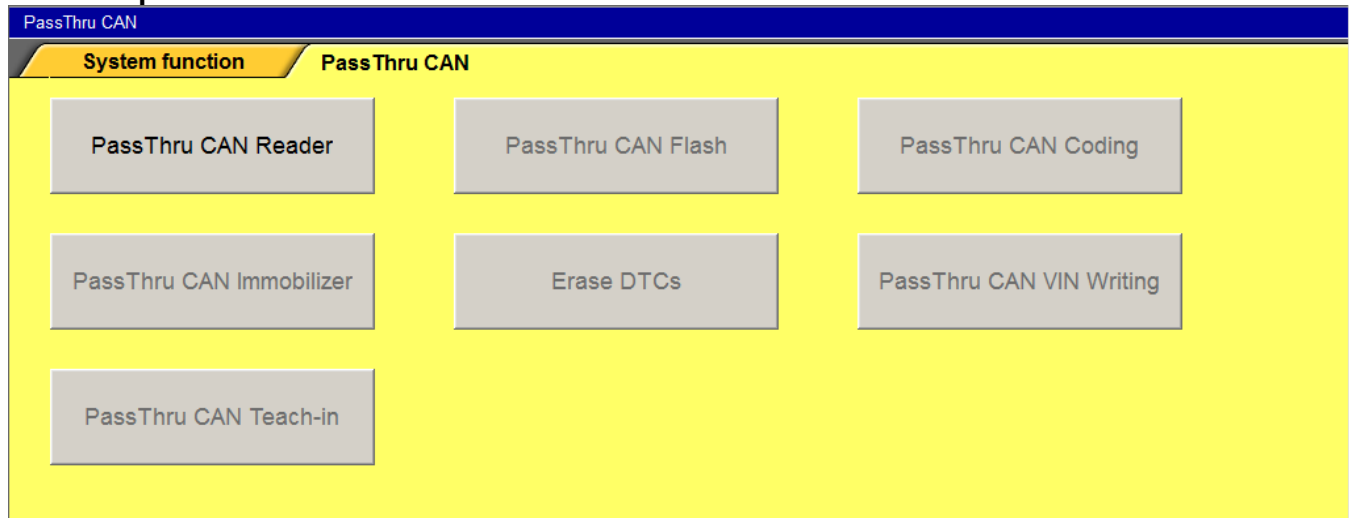
INSTALLATION COMPLETE

PassThruCAN initial installation is only for the read function for the software.

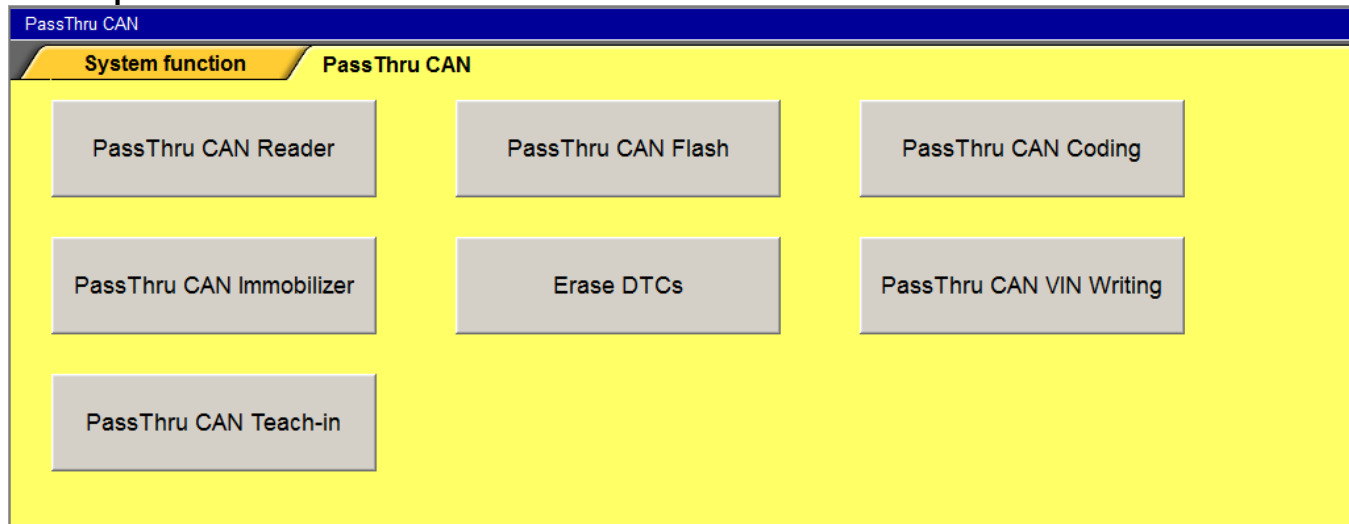
#6. Download [PTC32.dll](#). It will download as a zip file "PTC32.zip" in your download folder. Extract folder and copy ptc32.dll to C:\Program Files\PassThruCAN\System\Common. There is already a file there so go ahead to select "Copy and Replace" for the old ptc32.dll with the new ptc32.dll. This file is the unlock file for the additional features of PassThruCAN

Verify with pictures below.

BEFORE ptc32.dll



AFTER ptc32.dll



Congratulations PassThruCAN is now installed and ready for use.

The use of CAN Pass-Thru functions other than “Reader” requires a valid MitsubishiTechinfo.com website subscription and an internet connection for validation every three uses.

Users that sign up for a one day website subscription will be allowed 3 uses, even if validation occurs after the one day subscription expires.

To complete flash procedures you will need to get an account created for Mitsubishi Tech Info.

<https://mitsubishitechinfo.com/epacarb/>

Cost:

\$19.95 –

This has been fixed with a registry key modification. [Link](#)

Unless you don't condone stealing and in that case just ignore the registry key fix and pay your appropriate subscription.

RALLIART & EVOLUTION MR FLASH

Obtaining the necessary and correct files

USE PASSTHRUCAN TO READ TCU

*****TURN KEY TO RUN POSITION BEFORE ATTEMPTING TO READ VEHICLE INFO****

*****DO NOT START VEHICLE*****

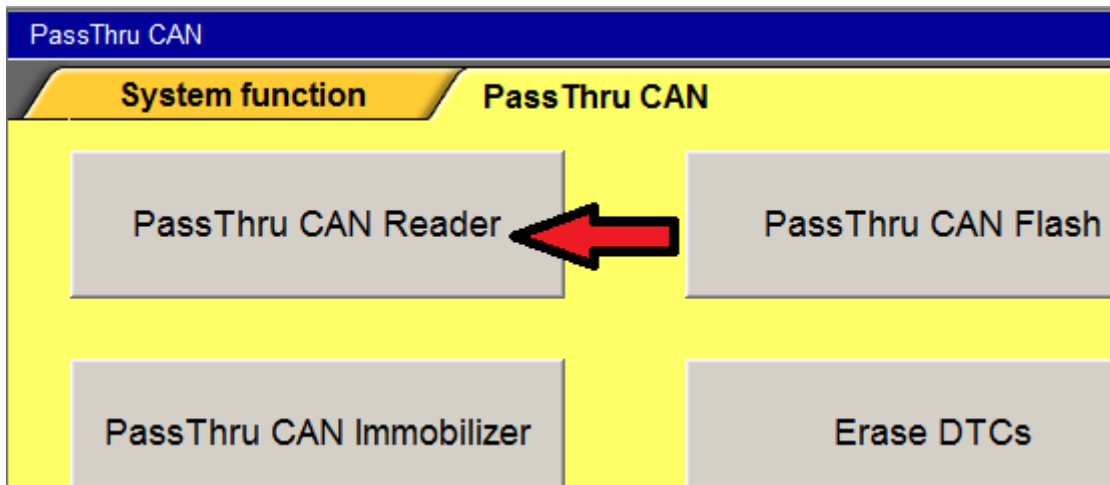
#1. Connect Tactrix cable to ECU port of your vehicle and USB connect the USB cable between your vehicle and laptop.

#2. Open PassThru CAN Software using shortcut created previously on the desktop.

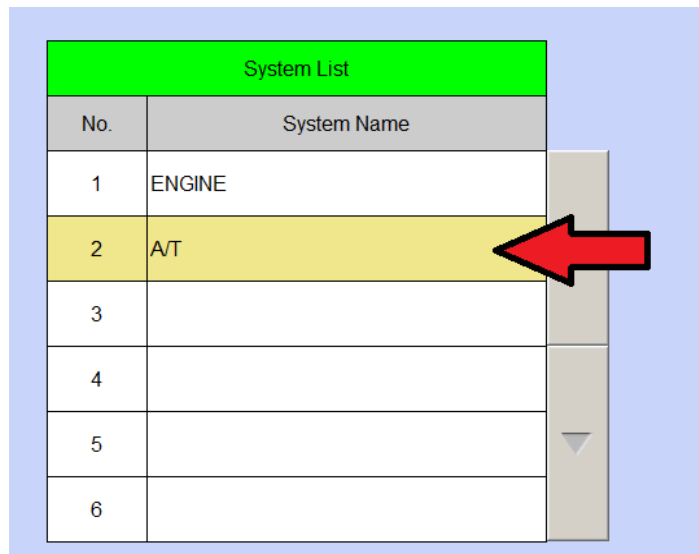
#3. The main screen will appear.

To exit PassThru CAN press the “cancel” button. Small “X” in the lower left corner.

#4. Select PassThru CAN Reader



#5. Select Option 2 (A/T)



#6. Select checkmark.



#7. Write down information from TCU Read

ECU part number

i

ECU part number

ECU Part No.:8631A827
S/W Part No.:8631A8270B
VIN No.:JA32

✓

This information is vital and will be used at a later time.

ECU Part No: _____
S/W Part No: _____
Vin No: _____

TRANSLATE TCU INFORMATION

Translate appropriate TCU Information to figure out which software you are wanting to run:

Example:

ECU Part No.: 8631A860
S/W Part No.: 8631A8600A

That ECU Part No information tells me that I have a 2010 Lancer Ralliart. From Table 1.

Table 1.

2009 Lancer Ralliart TCM Software: 8631A513
2010 Lancer/Lancer Sportback Ralliart: 8631A860
2011-12 Lancer/Lancer Sportback Ralliart: 8631A972

2008 Lancer Evolution: 8631A379
2009 Lancer Evolution: 8631A763
2010 Lancer Evolution: 8631A827
2011-12 Lancer Evolution: 8631A971

Now I want to flash to a different ECU Part No. So, choose one from Table 2.

Table 2.

CZ4A (Evolution)

2008 8631A749.cff = 8631A3790C
2009 8631B001.cff = 8631A8270B
2010 8631B001.cff = 8631A8270B
2011 and Up 8631B151.cff = 8631A9710A

CY4A/CX4A (Ralliart)

2009 8631B002.cff = 8631A8600B
2009 8631B002.cff = 8631A8600B
2011 and Up 8631B002.cff = 8631A8600B

From that I decided that I wanted S-Sport from the CZ4A Evolution MR to match my year for the greatest ease.

8631B001.cff is the file that I chose.

DOWNLOAD NECESSARY FILES

PassThruCAN needs specific files in specific directories to function.

The files that can be downloaded from Mitsubishihitechno.net are:

FLASH

In order to execute flash, the following support files need to be installed

CBF File

CBF file is a database file for flash with *.cbf as its file extension. Install the CBF file in the following path.

C:\Program Files\PassThruCAN\DiagDB\CBF

Fipart File (Only one Fipart file may exist in the folder at a time)

Fipart file is a vehicle specific information file with *.fipart as its file extension. Install the Fipart file in the following path.

C:\Program Files\PassThruCAN\DiagDB\XML

CFF File

CFF file is a flash data file with *.cff as its file extension. Install CFF file in the following path.

C:\Program Files\PassThruCAN\RpgData\CFF

TEACH IN

In order to execute teach in, the following support files need to be installed

CBF File

CBF file is a database file for flash with *.cbf as its file extension. Install the CBF file in the following path.

C:\Program Files\PassThruCAN\DiagDB\CBF

TIPart File (Only one TIPart file may exist in the folder at a time)

TIPart file is a vehicle information file with *.tipart as its file extension. Install the TIPart file in the following path.

C:\Program Files\PassThruCAN\DiagDB\XML

There are additional features of the PassThruCAN software that we will not be covering but the PassThruCAN User Manual will be included in the SST Support Files download location.

#1. Download the required files for the TCU flash that you would like to perform. You will need the following files: * Being which file you would like to flash.

- *.cff
- *.fipart
- AMT_17800000_000204_dio30_C.cbf
- *.tipart

#2. Save all files in their appropriate directories.

MODIFY NECESSARY FILES

FLpart file is the only file that required modification to flash your specific vehicle.

*****DO NOT MODIFY ANY OTHER FILES*****

#1. Open the *.flpart file with Notepad from C:\Program Files\PassThruCAN\DiagDB\XML.

```
<MMC_FIPart><PassThruCANFlash><NewPartInfo><NEW_HW_PNAME>8631A827</NEW_HW_PNAME><NEW_SW_PNAME>8631A8270B</NEW_SW_PNAME></NewPartInfo><CFF_FILENAME>8631B001_dio30</CFF_FILENAME><CBF_FILENAME>AMT_17800000_000204_dio30_C</CBF_FILENAME><SYSTEM>TC-SST</SYSTEM><CONTENTS>Reprogramming data for Mechatronic Assy replacement of 10MY LANCER EVOLUTION</CONTENTS><DATE>2011.12.12</DATE><CLASS>Reprogramming for Teach-in</CLASS><ApplicablePartInfo><TARGET_HW_PNAME>8631A270</TARGET_HW_PNAME><TARGET_SW_PNAME>8631A2700B</TARGET_SW_PNAME></ApplicablePartInfo></PassThruCANFlash></MMC_FIPart>
```

#2. There are specific areas that need to be changed. This information is from what your vehicle is supposed to have. If we tried to flash with this file it would fail because the Target HW and S/W name is wrong and does not match your vehicle.

Find <TARGET_HW_PNAME>8631A270</TARGET_HW_PNAME>

Find <TARGET_SW_PNAME>8631A2700B</TARGET_SW_PNAME>

#3. Change the information to match your vehicle from above section.

MY RALLIARTS INFORMATION

<TARGET_HW_PNAME>8631A860</TARGET_HW_PNAME>

<TARGET_SW_PNAME>8631A8600A</TARGET_SW_PNAME>

#4. Save file back into its target location overwriting the one that you had already placed there.

YOU ARE NOW READY TO FLASH

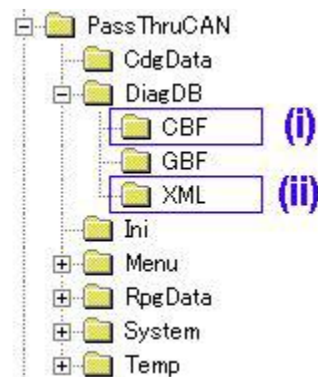
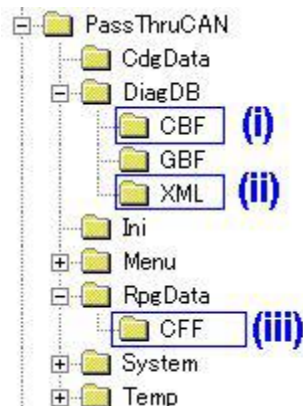
****Verify****

Proper Flash File locations

- (i) CBF
- (ii) FLPart (Modified)
- (iii) CFF

Proper Teach-In File Locations

- (i) CBF
- (ii) TIPart



Vehicle Flash & Teach-In

VEHICLE SETUP (CEL CLEAR)

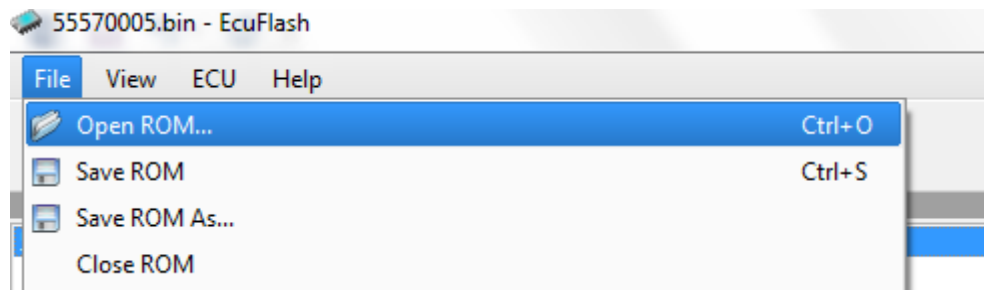
****ALWAYS ENSURE THAT YOUR LAPTOP HAS A FULL CHARGE OR IS PLUGGED IN****

****ALWAYS ENSURE YOUR VEHICLE HAS A FULL CHARGE OR IS CONNECTED TO A CHARGER PRIOR TO FLASHING****

IF VEHICLE HAS CEL PRESENT

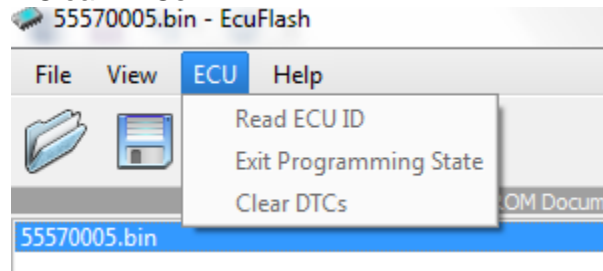
#1. Connect Tactrix cable to ECU port of your vehicle and USB connect the USB cable between your vehicle and laptop.

#2. Open EcuFlash on your laptop and open your most current map. (Any map will do as long as it's for your vehicle.)



#3. Start vehicle

#4. In EcuFlash select ECU→Clear DTCs



#5. Verify CEL light is off.

#6. Turn off vehicle.

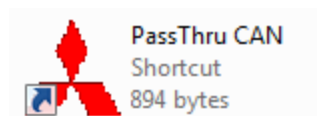
*****IF VEHICLE HAS NO CEL PRESENT*****

FLASH VEHICLE

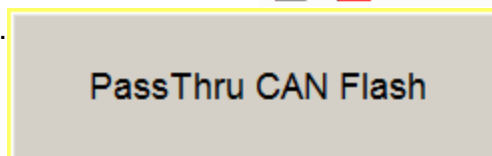
#1. Connect Tactrix cable to ECU port of your vehicle and USB connect the USB cable between your vehicle and laptop.

#2. Turn vehicle key to "Run" position. (**DO NOT START VEHICLE**)

#3. On Desktop open PassThruCAN by selecting icon.



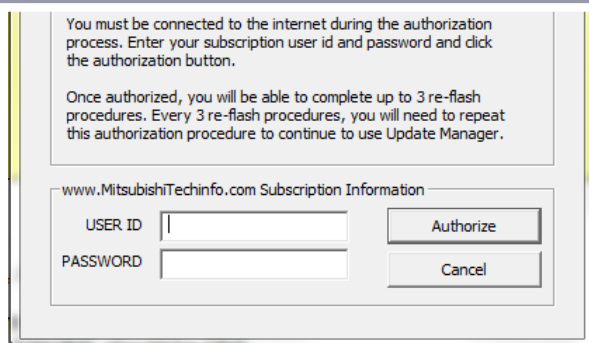
#4. From the main menu select PassThruCAN Flash.



#5. Type in Username and Password for Mitsubishi Tech Info Website. (Must have internet connection) or the appropriate information to make all flashes free. :)



Skip if registry key fix was implemented

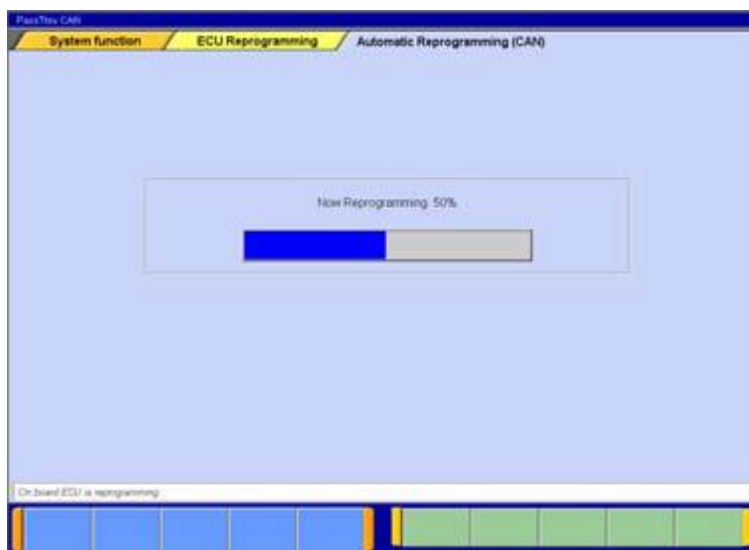


#6. Wait a minute for the ECU information and files to be read.

#7. This screen will show you the information for the files you will be changing. If the information is correct you will select the checkmark at the bottom of the page.



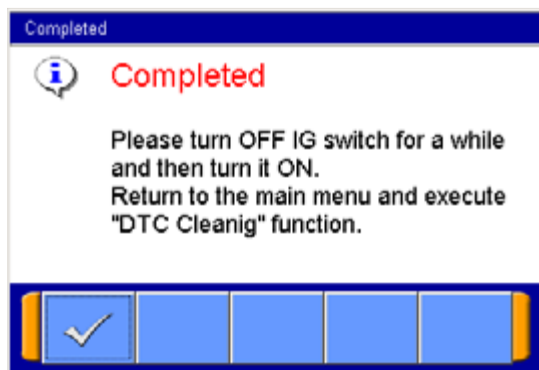
#8. Reprogramming will commence.



#9. Programming complete.



#10. Turn off ignition key. (DO NOT USE PASSTHRUCAN TO CLEAR DTCs; refer back to CEL clear section.) Clear Vehicle CEL



#11. Verify programming successful by using PassThruCAN Reader. PassThru CAN Reader

Flashing is now complete.

TEACH-IN PROCEDURES

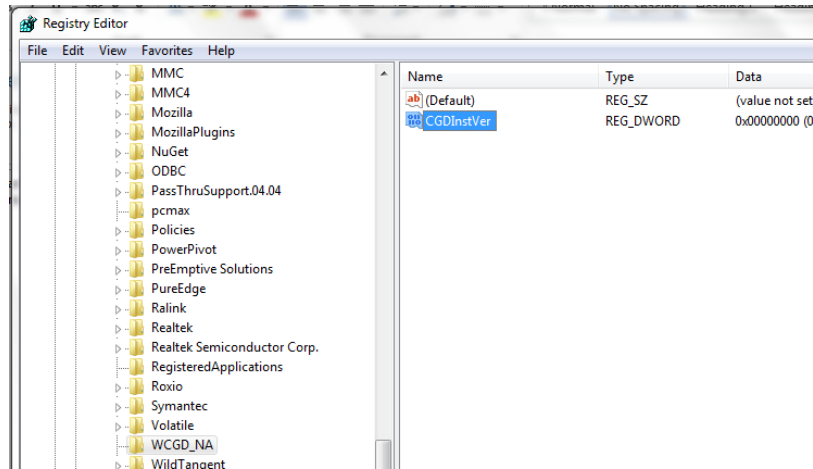
There is a great discussion as to the need for Teach-In Procedures after flashing. Mitsubishi states that it only requires the Teach-In Procedures when you replace either the Mechatronic Assembly or the Clutch Assembly. For more information refer to the PassThruCAN user manual.

REGISTRY KEY FIX FOR FREE USE!!!

To make the software free use you need to modify a simple registry key.

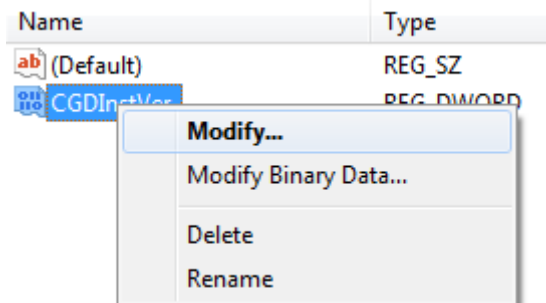
#1. Click Start and type in %systemroot%\regedit.exe

Navigate to HKEY_LOCAL_MACHINE\SOFTWARE\Wow6432Node\WCGD_NA

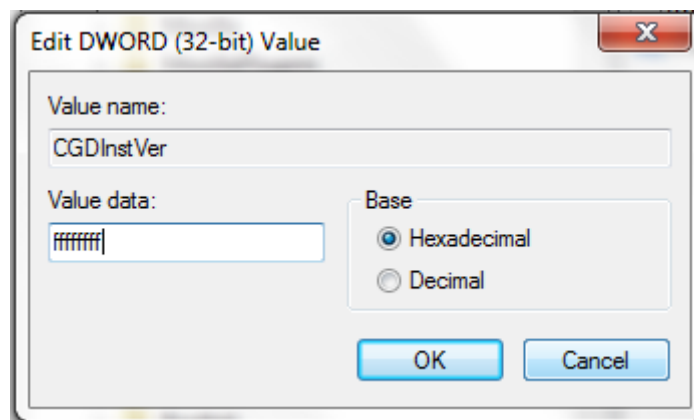


#2. Find CGDInstVer REG_DWORD 0x00000000

Right mouse click and select Modify



#3. Change Value Data to ffffffff (8 x f)



#4. Click OK.

The software has now been unlocked for 4,294,967,295 uses. Or just redo and it's another 4,294,967,295.