

C.A.T.S. Tuner ECM 1FA Parameter List

(ECM Configuration File Version B)

ECM Switch Parameters

Disable EGR in Open Loop (X = Yes)
MAT Sensor Low Diagnostic (Error 112)
MAT Sensor High Diagnostic (Error 113)
O2 System Lean Diagnostic (Error 131)
O2 System Rich Diagnostic (Error 132)
O2 Sensor Diagnostic (Error 134)
Knock Diagnostic (Error 325)
Vehicle Speed Diagnostic (Error 501)
TCC Diagnostic (Error 740)
EGR 1 Solenoid Diagnostic (Error 1403)
EGR 2 Solenoid Diagnostic (Error 1404)
EGR 3 Solenoid Diagnostic (Error 1405)

ECM Constants

Spark Reference Angle
Max Knock Retard
Min. Cool. Temp. For Burst Knock Retard
Max. RPM For Burst Knock Retard
Delta TPS To Enable Burst Knock Retard
Maximum Burst Knock Retard
Burst Knock Retard Decrement
Stoichiometric AFR
Max. TPS For Closed Loop Idle RPM Cntrl.
Max Speed For Clsd. Lp. Idle RPM Control
Max Air Flow For Clsd. Lp. Idle Control
Idle Overspeed Error For Spark Retard
Idle Overspeed Sprk Rtrd Gain (In Drive)
Idle Overspeed Sprk Rtrd Gain (In P/N)
Idle Underspeed Error For Spark Advance
Idle Underspeed Spk Rtrd Gain (In Drive)
Idle Underspeed Sprk Rtrd Gain (In P/N)
Cold Closed Loop Enable Timer
Warm Closed Loop Enable Timer
Closed Loop Timer Cold/Warm Threshold
Closed Loop Enable RPM Threshold
Maximum BLM Value
Minimum BLM Value (Off Idle)
Minimum BLM Value (At Idle)
BLM Cell RPM Hysteresis
BLM Cell Air Flow Hysteresis
Minimum Integrator Value
Maximum Integrator Value
Synch. Delta TPS Accel. Enrich. Thresh.
Fuel Injector Flow Rate
Throttle Follower Clear Neg Airflow Err
DFCO Enable RPM Threshold
DFCO Disable RPM Threshold
DFCO Enable RPM Thresh. (In Low/Drive2)
DFCO Disable RPM Thresh. (In Low/Drive2)
DFCO Disable Neg. RPM Change Threshold
DFCO Disable Upper TPS Threshold
DFCO Disable Lower Speed Threshold
Min. Air Temp To Enable A.I.R.
Max. Air Temp To Enable A.I.R.

Min. Coolant Temp To Enable A.I.R.
Max. Coolant Temp To Enable A.I.R.
Lower EGR Enable TPS Threshold
Lower EGR Disable TPS Threshold
Upper EGR Disable TPS Threshold
Upper EGR Enable TPS Threshold
Normal Kickdown Mode %TPS Enable Thresh.
Normal Kickdown Mode %TPS Disable Thresh
Sport Kickdown Mode %TPS Enable Thresh.
Sport Kickdown Mode %TPS Disable Thresh
Positive Delta TPS TCC Unlock Threshold
Negative Delta TPS TCC Unlock Threshold
TCC Delay Before Lock
TCC Release Rate, Pos. Delta TPS Unlock
TCC Release Rate For 3->4 Shift Unlock
TCC Release Time During 3->4 Upshift
TCC Initial Apply Duty Cycle
TCC Initial Release Duty Cycle
Fan 2 On Coolant Temp. Threshold
Fan 2 Off Coolant Temp. Threshold
Fan 1 On Vehicle Speed Threshold
Fan 1 Off Vehicle Speed Threshold
Fan 1 On Coolant Temp. Threshold
Fan 1 Off Coolant Temp. Threshold
Abusive Maneuver MPH Disable Thresh.
Abusive Maneuver %TPS Enable Thresh.
Abusive Maneuver RPM Enable Thresh.
Abusive Maneuver %TPS Disable Thresh.
Min. 3rd Gear RPM/VSS Ratio
Max. 3rd Gear RPM/VSS Ratio
Min. 4th Gear RPM/VSS Ratio
Max. 4th Gear RPM/VSS Ratio
Road Speed Constant
Instrument Panel VSS Pulse Divisor

Tables

ECM Switch Table
ECM Constant Table
Main Spark Advance Vs. RPM Vs. Load
Base Cool Temp Spark Advance Compensation Vs Load
EGR Spark Advance Vs RPM Vs Load
MAT Spark Advance Correction Vs. Load
TCC Locked Spark Advance Vs RPM Vs Load
Spark Retard Vs. RPM Vs. Excess Torque
Knock Retard Attack Rate Vs. RPM
Knock Retard Recovery Rate Vs. RPM
Spark Advance/Retard Vs. Time in P. E.
Power Enrich. Spark Advance Trim Vs. RPM
Power Enrich. Spark Retard Trim Vs. RPM
Power Enrich. TPS Threshold Vs. RPM
Power Enrich. AFR Vs. Coolant Temp.
Power Enrichment Trim Vs. RPM
Fuel Cutoff / Resume RPM Limits Vs. Gear
Fuel Cutoff/Resume Vehicle Speeds (MPH) Vs. Gear
Engine %Efficiency Vs. RPM Vs. AFR
Open Loop AFR Vs. Load Vs. RPM
BLM Cell RPM Boundaries
BLM Cell MAF Boundaries
Accel. Enrich. BPW Multiplier Vs. Delta TPS
DTPS Accel. Enrich. Mult. Vs. Cool. Temp. In Drive
DTPS Accel. Enrich. Mult. Vs. Cool. Temp. In P/N
Delta TPS Accel. Enrich. Mult. Vs. Air Temp.
Injector Offset Vs. Battery Voltage
Crank Fuel Pulse Width Vs. Coolant Temp.

Crank Fuel Pulse Width Multiplier Vs. % TPS
Crank Fuel Enleanment Multiplier Vs. RPM
Crank Fuel BPW % Enleanment Vs. Load
MAF Vs. Output Frequency Table 1
MAF Vs. Output Frequency Table 2
MAF Vs. Output Frequency Table 3
MAF Vs. Output Frequency Table 4
MAF Vs. Output Frequency Table 5
MAF Vs. Output Frequency Table 6
MAF Vs. Output Frequency Table 7
MAF Vs. Output Frequency Table 8
IAC Motor Park Position Vs. Load
Idle Speed Vs. Coolant Temp. (In Drive)
Idle Speed Vs. Coolant Temp. (In P/N)
Idle Speed Offset for A/C Vs. MAT
Command Air Flow Vs. RPM Vs. Gear
Throttle Follower Gain Vs. Vehicle Speed
Max Throttle Follower Steps Vs. Vehicle Speed
EGR Actuator Position (%Stroke) Vs. RPM Vs. Load
EGR Actuator Position Multiplier Vs. Coolant Temp.
EGR Position Mult. Vs. Load (In 4th, TCC Locked)
EGR Position Mult. Vs. Load (In 3rd, TCC Locked)
EGR Position Mult. Vs. Load (In 2nd, TCC Locked)
Normal Kickdown RPM Shift Points
Normal Kickdown MPH Shift Points
Sport Kickdown RPM Shift Points
Sport Kickdown MPH Shift Points
Normal Mode MPH Shift Points Vs. % TPS
Sport Mode MPH Shift Points Vs. % TPS
TCC Lock Speed Vs. % TPS, Normal Mode, 3rd Gear
TCC Lock Speed Vs. % TPS, Cruise Mode, 3rd Gear
TCC Lock Speed Vs. % TPS, Normal Mode, 4th Gear
TCC Lock Speed Vs. % TPS, Cruise Mode, 4th Gear
TCC Unlock Speed Vs. % TPS, Normal Mode, 3rd Gear
TCC Unlock Speed Vs. % TPS, Cruise Mode, 3rd Gear
TCC Unlock Speed Vs. % TPS, Normal Mode, 4th Gear
TCC Unlock Speed Vs. % TPS, Cruise Mode, 4th Gear
TCC Lock Speed Vs. % TPS, Sport Mode, 3rd Gear
TCC Lock Speed Vs. % TPS, Sport Mode, 4th Gear
TCC Unlock Speed Vs. % TPS, Sport Mode, 3rd Gear
TCC Unlock Speed Vs. % TPS, Sport Mode, 4th Gear
TCC %D.C. Apply Rate Vs. %TPS
TCC %D.C. Release Rate Vs. %TPS