

# C.A.T.S. Tuner ECM 5B1 Parameter List

## (ECM Configuration File Version F)

### ECM Switch Parameters

EGR TCC Locked Modifier (X = Lookup)  
VATS Select (X = Enabled)  
O2 Sensor Diagnostic (Error 13)  
Vehicle Speed Diagnostic (Error 24)  
QDM Diagnostic (Error 26)  
TCC Diagnostic (Error 39)  
Knock Diagnostic (Error 43)  
O2 Sensor Lean (Error 44)  
O2 Sensor Rich (Error 45)  
VATS Diagnostic (Error 58)  
EGR Solenoid #3 Diagnostic (Error 63)  
EGR Solenoid #2 Diagnostic (Error 64)  
EGR Solenoid #1 Diagnostic (Error 65)

### ECM Constants

Spark Reference Angle  
Coolant Compensation Spark Bias  
MAT Spark Advance Bias  
EGR %TPS Enable Threshold  
EGR %TPS Disable Threshold  
Fan 1 On Coolant Temp.  
Fan 1 Off Coolant Temp.  
Fan 1 Disable Speed Threshold  
Fan 1 Enable Speed Threshold  
Fan 2 On Coolant Temp.  
Fan 2 Off Coolant Temp.  
Fuel Cutoff RPM  
Fuel Resume RPM  
Fuel Cutoff Speed  
Fuel Resume Speed  
Injector Flow Rate  
Minimum BLM  
Maximum BLM  
BLM RPM Cell Boundry Hysteresis  
BLM Cell Air Flow Boundry Hysteresis  
Closed Loop Enable Cool. Temp Threshold  
Warm Closed Loop Timer  
Cold Closed Loop Timer  
Warm/Cold Closed Loop Timer Threshold  
TCC Enable Coolant Temp. Threshold  
TCC RPM Enable Threshold  
TCC Enable %TPS Threshold, 3rd Gear  
TCC Disable %TPS Threshold, 3rd Gear  
TCC Enable %TPS Threshold, 4th Gear  
TCC Disable %TPS Threshold, 4th Gear  
TCC Enable MPH Threshold, 3rd Gear  
TCC Disable MPH Threshold, 3rd Gear  
TCC Enable MPH Threshold, 4th Gear  
TCC Disable MPH Threshold, 4th Gear  
Road Speed Constant  
Instrument Panel VSS Pulse Divisor

## Tables

ECM Switch Table  
ECM Constant Table  
Main Spark Table  
Cool Compensation Spark Advance  
MAT Spark Advance Vs Load  
TCC Locked Spark Advance Vs. RPM Vs. Load  
Knock Retard Recovery Rate Vs. RPM (%/sec)  
Knock Retard Attack Rate Vs. RPM (Deg/msec)  
Engine Efficiency Vs. RPM Vs. AFR  
BLM Cell RPM Boundaries  
BLM Cell MAF Boundaries  
Injector Offset Vs Battery Voltage  
Open Loop AFR Vs Load Vs. RPM  
DTPS Accel. Enrich. Mult. Vs. Cool. Temp. In P/N  
DTPS Accel. Enrich. Mult. Vs. Cool. Temp. In Drive  
Delta TPS Accel. Enrich. Mult. Vs. Air Temp.  
Power Enrich. TPS Threshold Vs. RPM  
Power Enrich. AFR Vs. Coolant Temp.  
Power Enrichment Fuel Trim Vs. RPM  
Power Enrich % Change to AFR Vs. Time in P.E.  
Taget Idle RPM Vs. Coolant Temp. (In Park/Neutral)  
Taget Idle RPM Vs. Coolant Temp (In Drive)  
Crank Fuel Pulse Width Vs. Coolant Temp.  
Crank Fuel Pulse Width Multiplier Vs Ref. Pulses  
Crank Fuel Enleanment Multiplier Vs. RPM  
Crank Fuel Pulse Width Multiplier Vs. % TPS  
EGR % D. C. Vs. Load Vs. RPM, TCC Unlocked  
EGR % D. C. Vs. Load Vs. RPM, TCC Locked, 3rd Gear  
EGR % D. C. Vs. Load Vs. RPM, TCC Locked, 4th Gear  
EGR % DC Multiplier Vs. Load, TCC Locked, 3rd Gear  
EGR % DC Multiplier Vs. Load, TCC Locked, 4th Gear  
EGR % DC Multiplier Vs. Coolant Temp.  
TCC Max. %TPS Thresh. to Lock Vs. MPH, 3rd Gear  
TCC %TPS Thresh. to Unlock Vs. MPH, 3rd Gear  
TCC Max. %TPS Thresh. to Lock Vs. MPH, 4th Gear  
TCC %TPS Thresh. to Unlock Vs. MPH, 4th Gear  
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