

C.A.T.S. Tuner ECM 5B5 Parameter List

(ECM Configuration File Version C)

ECM Switch Parameters

Vehicle Speed Diagnostic (Error 24)
Knock Diagnostic (Error 43)
VATS Select (X = Enabled)
VATS Diagnostic (Error 58)

ECM Constants

Spark Reference Angle
Coolant Compensation Spark Bias
MAT Spark Advance Bias
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 (in Drive)
Fuel Resume RPM (in Drive)
Fuel Cutoff RPM (in P/N)
Fuel Resume RPM (in P/N)
Fuel Cutoff Speed
Fuel Resume Speed
Injector Flow Rate
Minimum BLM
Maximum BLM
BLM RPM Cell Boundry Hysteresis
BLM Cell LV8 Boundry Hysteresis
Closed Loop Enable Cool. Temp Threshold
Closed Loop Enable RPM Threshold
Warm Closed Loop Timer
Cold Closed Loop Timer
Warm/Cold Closed Loop Timer Threshold
Max. TPS For Closed Loop Idle RPM Cntrl.
Max Speed For Clsd. Lp. Idle RPM Control
Max Air Flow For Clsd. Lp. Idle Control
IAC Steps Added For P/N-Drive (A/C Off)
IAC Steps Added For P/N-Drive (A/C On)
DFCO Enable RPM Threshold
DFCO Disable RPM Threshold
DFCO Enable LV8 Threshold
DFCO Disable LV8 Threshold
DFCO Disable RPM Decrease/50 msec Thresh
DFCO Enable Delay Time
DFCO Disable %TPS Threshold
DFCO Enable Coolant Temp. Threshold
TCC Enable Lower Coolant Temp. Threshold
TCC Enable Upper Coolant Temp. Threshold
Positive Delta TPS TCC Unlock Threshold
Negative Delta TPS TCC Unlock Threshold
TCC Delay Before Lock
Abusive Maneuver MPH Disable Thresh.
Abusive Maneuver %TPS Enable Thresh.
Abusive Maneuver RPM Enable Thresh.
Abusive Maneuver %TPS Disable Thresh.
Road Speed Constant

Instrument Panel VSS Pulse Divisor
Kickdown Shift Mode TPS Enable Threshold
Kickdown Shift Mode TPS Disable Thresh.
PROM ID

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 LV8 Boundaries
Injector Offset Vs Battery Voltage
Low Pulse Width Injector Offset Vs. BPW
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.
Target Idle RPM Vs. Coolant Temp. (In Park/Neutral)
Target Idle RPM Vs. Coolant Temp (In Drive)
Throttle Follower Correction Vs. Vehicle Speed
Max. Throttle Follower Steps Vs. Vehicle Speed
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
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
TCC Lock Speed Vs. % TPS, Normal Mode, 3rd Gear
TCC Unlock Speed Vs. % TPS, Normal Mode, 3rd Gear
TCC Lock Speed Vs. % TPS, Normal Mode, 4th Gear
TCC Unlock Speed Vs. % TPS, Normal Mode, 4th Gear
TCC Lock Speed Vs. % TPS, Cruise Mode, 3rd Gear
TCC Unlock Speed Vs. % TPS, Cruise Mode, 3rd Gear
TCC Lock Speed Vs. % TPS, Cruise Mode, 4th Gear
TCC Unlock Speed Vs. % TPS, Cruise Mode, 4th Gear
TCC %D.C. Apply Rate Vs. %TPS
TCC %D.C. Release Rate Vs. %TPS
Kickdown Mode RPM Shift Points Vs. Shift
Kickdown Mode Speed Shift Points Vs. Shift
Kickdown Mode Speed Shift Point Hyst. Vs. Shift
Normal Mode Shift Points Vs. %TPS Vs. Shift