

C.A.T.S. Tuner ECM 5B6 Parameter List

(ECM Configuration File Version C)

ECM Switch Parameters

Min Cool Temp For Clsd Lp Diagnostic
VATS Select (X = Enabled)
Fuel Trim Lean Diagnostic (Error 171)
Fuel Trim Rich Diagnostic (Error 172)
Knock Diagnostic (Error 325)
EGR Actuator Diagnostic (Error 406)
CAT Diagnostic (Error 420)
EGR Feedpipe Diagnostic (Error 484)
Vehicle Speed Diagnostic (Error 501)
VATS Diagnostic (Error 626)
Pass-Key Freq. Diagnostic (Error 629)

ECM Constants

Performance Timer Enable Speed Threshold
Perf. Timer Enable Delta TPS Threshold
Spark Reference Angle
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
Max Spark Retard (Not In Power Enrich.)
Max Spark Retard (In Power Enrich.)
Knock Recovery High LV8 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)
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)
Firm Ride Delay After Pos. Delta TPS
Min. Neg. Delta MPH To Enable Firm Ride
Min. Pos. Delta MPH To Enable Firm Ride
Firm Ride Delay After Pos. Delta MPH
Firm Ride Delay After Neg. Delta MPH
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
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
Max Turbine Torque (TCC Locked)
Traction Control RPM Enable Threshold
Traction Control %TPS Disable Threshold
Traction Control Cool Temp Enable Thresh
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
Closed Loop Timer Cold/Warm Threshold
Cold Closed Loop Enable Timer
Warm Closed Loop Enable Timer
Closed Loop Enable RPM Threshold
Hot Open Loop Enable Coolant Temp.
Hot Open Loop Disable Coolant Temp.
Maximum BLM Value
Minimum BLM Value (Off Idle)
Minimum BLM Value (At Idle)
Synch. Delta TPS Accel. Enrich. Thresh.
Fuel Reduction MPH Enable (3rd Gear)
Fuel Reduction MPH Enable (4th Gear)
Overspeed Fuel Reduction Gain Factor
Overspeed Spark Retard
Overspeed Air/Fuel Ratio
Minimum Fuel Injector Off Time
Minimum Base Pulse Width
Injector Flow Rate
CAT Protect Mode Enable Coolant Temp.
Brake Torque Mode Disable Speed
Brake Torque Mode Disable Torque
DFCO Enable RPM Threshold
DFCO Disable RPM Threshold
DFCO Disable Neg. RPM Change Threshold
DFCO Disable Upper TPS Threshold
DFCO Disable Lower Speed Threshold
Throttle Follower Clear Neg Airflow Err
Road Speed Constant
Instrument Panel VSS Pulse Divisor
Min. 3rd Gear RPM/VSS Ratio
Max. 3rd Gear RPM/VSS Ratio
Min. 4th Gear RPM/VSS Ratio
Max. 4th Gear RPM/VSS Ratio

Tables

ECM Switch Table
ECM Constant Table
Main Spark Advance Vs. RPM Vs. Load
Low Octane 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
Normal Knock Retard Recovery Rate Vs. RPM
High LV8 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.
Engine %Efficiency Vs. RPM Vs. AFR
Open Loop AFR Vs. Load Vs. RPM
Power Enrichment Trim Vs. RPM
Power Enrichment Trim Vs. TPS
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
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
Pos Delta %TPS/sec For Firm Ride Vs. MPH
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)
Normal Kickdown RPM Shift Points
Normal Kickdown MPH Shift Points
Normal Mode 1->2 MPH Shift Point Vs. % TPS
Normal Mode 2->3 MPH Shift Point Vs. % TPS
Normal Mode 3->4 MPH Shift Point Vs. % TPS
Normal Mode 2->1 MPH Shift Point Vs. % TPS
Normal Mode 3->2 MPH Shift Point Vs. % TPS
Normal Mode 4->3 MPH Shift Point 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 %D.C. Apply Rate Vs. %TPS
TCC %D.C. Release Rate Vs. %TPS
Maximum Turbine Torque Vs. RPM, 1 -> 2 Upshift
Maximum Turbine Torque Vs. RPM, 2 -> 3 Upshift
Maximum Turbine Torque Vs. RPM, 3 -> 4 Upshift
Maximum Turbine Torque Vs. Gear
Maximum Turbine Torque Multiplier Vs. RPM
Maximum Turbine Torque Multiplier Vs. Air Temp.
Maximum Turbine Torque Multiplier Vs. Engine Perf.
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
Overspeed Fuel Reduction AFR Mult. Vs. Cool. Temp.

Fuel Cutoff / Resume RPM Limits Vs. Gear
Throttle Follower Gain Vs. Vehicle Speed
Max Throttle Follower Steps Vs. Vehicle Speed
Command Air Flow Vs. RPM Vs. Gear
Fuel Cutoff/Resume Vehicle Speeds (MPH) Vs. Gear
Brake Torque Mode Enable Torque Threshold Vs Gear