

C.A.T.S. Tuner PCM 8CA Parameter List

(ECM Configuration File Version C)

ECM Switch Parameters

VATS Select (x = Enabled)
EGR Diagnostic (Error 32)
Auto / Manual Transmission (x = manual)
ESC Diagnostic (Error 43)
Open Loop AFR Enable (X=Enabled)
EGR System Type (X=Back Pressure)
EGR System Control (X=Linear) 0=EVRV

ECM Constants

Fuel Cutoff Engine Speed
Fuel Resume Engine Speed
Fuel Cutoff Speed
Fuel Resume Speed
Number Of Cylinders
Cylinder Volume (per Cyl)
Injector Flow Rate
Main Spark Bias
Initial Spark Advance
Max Speed for Idle Fuel Table
Max Speed for Idle Spark Table
Max %TPS For Idle Fuel
Power Enrichment Delay Period
RPM To Bypass Power Enrich. Delay
Min. Coolant Temp. for Closed Loop
Maximum RPM To Enable BLM
Minimum BLM Value
Maximum BLM Value
Delay From DRP to Injector Firing
Single Fire To Double Fire BPW Threshold
Double Fire To Single Fire BPW Threshold
Minimum Time in Double Fire Mode
Port Tuning Control Lower RPM Enable
Port Tuning Control Lower RPM Disable
Port Tuning Control Upper RPM Disable
Port Tuning Control Upper RPM Enable
Port Tuning Control %TPS Enable Thresh.
Port Tuning Control %TPS Disable Thresh.
Port Tuning Control Min Coolant Temp.
EGR On, (Eng Speed)
EGR Off, (Eng Speed)
EGR On, (TPS)
EGR Off, (TPS)
EGR On, (Low MAP Window)
EGR Off, (Low MAP Window)
EGR On, (High MAP Window)
EGR Off, (High MAP Window)
Minimum MPH Tto Enable EGR
Minimum Desired %EGR Threshold
Normal Kick Down 1 -> 2 Shift (Speed)
Normal Kick Down 2 -> 3 Shift (Speed)
Normal Kick Down 3 -> 4 Shift (Speed)
Normal Kick Down 2 -> 1 Shift (Speed)
Normal Kick Down 3 -> 2 Shift (Speed)
Normal Kick Down 4 -> 3 Shift (Speed)

Normal Kick Down 1 -> 2 Shift (RPM)
Normal Kick Down 2 -> 3 Shift (RPM)
Normal Kick Down 3 -> 4 Shift (RPM)
Kick Down Lower Qualifier (TPS)
Kick Down Upper Qualifier (TPS)
PROM ID

Tables

ECM Switch Table
ECM Constant Table
Main Spark Table, Open Throttle
Main Spark Table, Closed Throttle
Cool Compensation Spark Vs. Load
Power Enrichment Spark
EGR Spark Correction Vs RPM Vs %EGR
Max Knock Retard Vs RPM (in P. E.)
Max Knock Retard Vs. MAP
Main Fuel Table, Off Idle, %Vol. Eff.
Main Fuel Table, Near Idle, %Vol. Eff.
TPS Threshold Vs. RPM For Power Enrich.
TPS Threshold Vs. RPM For Power Enrich. (Fast)
Desired %EGR Vs RPM Vs MAP
Desired EGR Gain Factor Vs. Coolant Temp.
Desired EGR Gain Factor Vs. Baro Vs. MAP
Mean Rich/Lean O2 Voltage Threshold Vs Air Flow
Rich O2 Voltage Threshold Vs Air Flow
Lean O2 Voltage Threshold Vs Air Flow
Proportional Gain Vs RPM Vs MAP
Proportional Counts Vs Slow O2 Error
Power Enrichment AFR Vs. RPM
Accel. Enrichment Vs. Differential TPS
Accel. Enrichment Vs. Differential MAP
Decel Enleanment Vs Differential MAP
Decel Enleanment Vs Differential TPS
Open Loop AFR Vs. Coolant Temp. Vs. MAP
AFR Reduction at Startup Vs. Cool. Temp. (Choke)
Startup BPW Vs. Coolant Temp.
Injector Offset Vs. Battery Voltage
Target Idle Vs. Cool. Temp. Pk/Neut - A/C Off
Target Idle Vs. Cool. Temp. Pk/Neut - A/C On
Target Idle Vs. Coolant Temp. (A/C Off)
Target Idle Vs. Coolant Temp. (A/C On)
Main Line Pressure Table, 0 - 64 MPH
Main Line Pressure Table, 64 - 128 MPH
Line Press. Mod. Vs. Current Gear Vs. TPS
Line Pressure Mod In Power Enrich. Vs. RPM
Upshift/Downshift Speed Vs. TPS
Torque Converter Release MPH Vs. TPS
Torque Converter Engage MPH Vs. TPS
Down Shift Pressure Mod 2 -> 1 Vs. MPH
Down Shift Pressure Mod 3 -> 2 Vs. MPH
Down Shift Pressure Mod 4 -> 3 Vs. MPH