

C.A.T.S. Tuner PCM E6 Parameter List

(ECM Configuration File Version AJ)

ECM Switch Parameters

VATS Select (X = Enabled)
CPI/PFI Mode (0 = TBI Mode)
Open Loop AFR Table Enable - Cold Eng.
EGR System Type (X=Back Pressure)
EGR System Control (X=Linear, 0=EVRV)
Manual Transmission (0 = TCC)
Burst Knock Enable
Enable CPI Port Throttle Control
O2 Sensor Diagnostic (Error 13)
ECT Sensor High Diag. (Error 14)
ECT Sensor Low Diag. (Error 15)
Vss PPM Diagnostic (Error 16)
TPS Sensor High Diagnostic (Error 21)
TPS Sensor Low Diagnostic (Error 22)
MAT Sensor Low Diagnostic (Error 23)
Speed Sensor Low (Error 24)
MAT Sensor High Diagnostic (Error 25)
Trans Pressure Manifold Diag. (Error 27)
Governor Diagnostic (Error 31)
EGR Diagnostic (Error 32)
MAP Sensor High Diagnostic (Error 33)
MAP Sensor Low Diagnostic (Error 34)
IAC Diagnostic (Error 35)
IAC TPS Kicker Diag (Error 36)
Brake On Diagnostic (Error 37)
Brake Off Diagnostic (Error 38)
Cam Sensor Diagnostic (Error 41)
EST Diagnostic (Error 42)
ESC Diagnostic (Error 43)
O2 Lean Diagnostic (Error 44)
O2 Rich Diagnostic (Error 45)
VATS Diagnostic (Error 46)
EPROM Checksum Diagnostic (Error 51)
High System Voltage Diag. (Error 52)
High System Voltage Diag. (Error 53)
Fuel Pump Relay Diagnostic (Error 54)
High Transmission Temp. (Error 58)
Low Transmission Temp. (Error 59)
High Baro Pressure Diagnostic (Error 63)
Low Baro Pressure Diagnostic (Error 64)
3->2 Shift Quad Driver Diag (Error 66)
TCC Enable Quad Driver (Error 67)
Trans Slip Diagnostic (Error 68)
TCC On Diagnostic (Error 69)
Low Engine RPM Diagnostic (Error 71)
Output Speed Loss Diagnostic (Error 72)
Force Motor Current Diag (Error 73)
Trans Turbine Speed Diag (Error 74)
Low System Voltage Diag. (Error 75)
MNP Switch Diagnostic (Error 77)
Transmission Hot Diag. (Error 79)
Quad Driver 1 - Shift B (Error 81)
Quad Driver 1 - Shift A (Error 82)

Quad Driver #1 Diagnostic (Error 83)
Undefined Ratio Diag. (Error 85)
Low Ratio Diagnostic (Error 86)
High Ratio Diagnostic (Error 87)
Max Adapt Long Shift Diag. (Error 89)

ECM Constants

Fuel Cut Off RPM
Fuel Resume RPM
Fuel Cut Off RPM (DTC 16)
Fuel Resume RPM (DTC 16)
Fuel Cut Off Speed
Fuel Resume Speed
Main Spark Bias
Initial Spark Advance
Injector Flow Rate/Injector
Cylinder Volume, (L/Cyl)
Number Cylinders
Maximum Speed for Idle Fuel Table
Maximum TPS For Idle Fuel Mode
Maximum Speed for Idle Spark Table
WOT Delay Timer
RPM To Bypass WOT Delay Timer
Maximum RPM to Enable BLM
Minimum MPH to Enable EGR
Startup AFR Correction Decay Rate
Rich O2 Threshold at Idle
Lean O2 Threshold at Idle
Mean O2 Threshold at Idle
Min. Diff. MAP To Enable Accel. Enrich.
Min. Diff. MAP To Enable A.E. At Idle
Closed Loop Enable Coolant Temp.
Open Loop AFR Table Enable Cool. Temp.
Closed Loop Disable Upper O2 Threshold
Closed Loop Disable Lower O2 Threshold
Closed Loop Enable Upper O2 Threshold
Closed Loop Enable Lower O2 Threshold
Minimum BLM
Minimum Idle BLM
Maximum BLM
Minimum Integrator Value
Maximum Integrator Value
Stoichiometric AFR
Async To Sync Fuel MAP Threshold
Async To Sync Fuel RPM Threshold
Sync To Async Fuel MAP Threshold
Sync To Async Fuel RPM Threshold
Async-->Sync BPW (Min)
Maximum Async BPW
Minimum Async BPW
Sync-->Async BPW Threshold
Minimum Sync BPW
Default Sync BPW
Low BPW Offset Vs. BPW Table Bias
Minimum Double Fire Period
Injector Fire Delay from DRP
EGR On (TPS)
EGR Off (TPS)
EGR On, (Eng Speed)
EGR Off, (Eng Speed)

EGR On, (Low MAP)
EGR Off, (Low MAP)
EGR On, (High MAP)
EGR Off, (High MAP)
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 Upper Qualifier (TPS)
Kick Down Lower Qualifier (TPS)
Stall Saver % Target RPM Thresh, in P/N
Stall Svr %Target RPM Thresh, in P/N, AC
Stall Saver %Target RPM Thresh, in Drive
Stall Svr %Target RPM Thresh, in Drv, AC
Stall Saver %Diff Flow Thresh, in P/N
Stall Svr %Diff Flow Thresh, in P/N, AC
Stall Saver %Diff Flow Thresh, in Drive
Stall Svr %Diff Flow Thresh, in Drv, AC
Stall Saver Re-enable Delay, in P/N
Stall Saver Re-enable Delay, in Drive
Trans Output Shaft Revs per Mile
PROM ID

Tables

ECM Switch Table
ECM Constant Table
Main Spark Vs. RPM Vs. MAP, Open Throttle
Main Spark Table Vs. RPM Vs. MAP, Closed Throttle
Cool Compensation Spark Vs. Load
Power Enrichment Spark
Max Knock Retard Vs. MAP
Max Knock Retard Vs. RPM (in WOT)
Main Fuel Table Vs. RPM Vs. MAP, Open Throttle
Main Fuel Table Vs. RPM Vs. MAP, Closed Throttle
BLM Cell RPM Boundaries
BLM Cell MAP Boundaries
TPS Threshold Vs. RPM For WOT
TPS Threshold Vs. RPM For WOT (Fast)
WOT AFR Vs. RPM
Accel. Enrichment Vs. Differential MAP
Accel. Enrichment Vs. Differential TPS
Diff. TPS Accel. Enrich. Multiplier Vs. Baro.
A.E. Diff. TPS Filter Coefficient Vs. Cool. Temp.
A.E. Async Pulse Width Correction Vs. Cool. Temp.
A.E. Async Pulse Width Correction Vs. MAT
A.E. Sync Pulse Width Correction Vs. Coolant Temp.
A.E. Sync Pulse Width Correction Vs. RPM
Startup AFR Correction (Choke) Vs. Coolant Temp.
Open Loop AFR Vs. Coolant 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
Low BPW Offset Vs. BPW
Injector PW Multiplier Vs. Battery Voltage
Target Idle Vs. Cool Park/Neut, (A/C Off)

Target Idle Vs. Cool In Drive (A/C Off)
Target Idle Vs. Cool Pk/Neut (A/C On)
Target Idle Vs. Cool In Drive, (A/C On)
Idle Overspeed Spark Retard Vs. RPM Error
Idle Overspeed Spark Retard Multiplier Vs. MAP
Idle Underspeed Spark Retard Vs. RPM Error
Idle Underspeed Spark Retard Multiplier Vs. MAP
IAC Steps Vs Air Flow
IAC Air Flow Vs. Coolant Temp. (in Drive)
IAC Air Flow Vs. Coolant Temp. (in P/N)
Throttle Follower Gain Vs. Coolant Temp.
Throttle Follower Gain Vs. RPM
Crank BPW Vs. Coolant Temp.
Startup AFR Correction Decay Period Vs. Cool Temp
Startup AFR Decay Period Correction vs. Air Flow
Main Line Pressure Table, 0 - 64 MPH
Main Line Pressure Table, 64 - 128 MPH
Torque Converter Release MPH Vs. TPS
Torque Converter Engage MPH Vs. TPS
TCC Apply/Release Detent MPH Thresholds
Line Pressure Mod. Vs. Current Gear Vs. TPS
Line Pressure Mod In WOT Vs. RPM
Upshift/Downshift Table
Down Shift Pressure Mod 2 -> 1 Vs. MPH
Down Shift Pressure Mod 3 -> 2 Vs. MPH
Down Shift Pressure Mod 4 -> 3 Vs. MPH
Desired Shift Time Vs. %TPS Vs. Shift