C.A.T.S. Tuner ECM_84 Parameter List

(ECM Configuration File Version B)

ECM Switch Parameters

Stoiciometric AFR/AFR Table (X = Table)
Two Speed Fan Option (X = Enabled)
VE Learn Option (X = Enabled)
Single/Double Fire Option (X = Single)
Reset Integrator in A. E. (X = Enabled)
Reset Int. if New BLM Cell (X = Enabled)
Reset Integrator in D. E. (X = Enabled)
MAP/TPS BLM Load Criteria (X = MAP)
VATS Option (X = Disabled)
Closed Loop AFR Check (X = Enabled)
Lean Cruise Option (X = Enabled)
Vss Diagnostic (Error 24)
VATS Diagnostic (Error 31)
Knock Sensor Diag. (Error 43)
O2 Sensor Lean Diag. (Error 44)
O2 Sensor Rich Diag. (Error 45)

ECM Constants

Fuel Cutoff RPM
Fuel Resume RPM
Spark Reference Angle
Maximum Spark Advance
Main Spark Extended Slope (Deg/1000 RPM)
Coolant Temp Compensation Spark Bias
Max Knock Spark Retard
Knock Retard Enable RPM
Knock Retard Disable RPM
Knock Retard Enable Coolant Temp.
Burst Knock Retard Enable Coolant Temp.
Burst Knock Retard Enable RPM
Burst Knock Retard Delta TPS Enable
Burst Knock Retard
Maximum Spark Retard
Max %TPS for Closed Throttle
Torque Management RPM Threshold
Torque Management Forced Spark Advance
VE Table Filter Coefficient (At Idle)
RPM Threshold For VE Filtering
Max. Cool. Temp. For Cold AFR Table
Base Pulse Constant
Minimum Allowable BLM
Maximum Allowable BLM
Stoichiometric AFR
Open Loop Fuel Enable Cool. Temp.
Open Loop Fuel Enable Cool. Temp. (Idle)
Min Sync Injector Pulse Width
Min Async Injector Pulse Width
Max Async Injector Pulse Width
Lean Cruise Enable Coolant Temp
Lean Cruise Enable Vehicle Speed
Idle AFR Disable Vehicle Speed

Idle AFR Delay Time (In Drive)
Idle AFR Delay Time (In P/N)
Crank AFR Decay Delay #1
Crank AFR Decay Delay #2
Crank AFR Decay Step Period
Crank AFR Decay Factor
Clear Flood %TPS Threshold
Accel Enrich Enable Delta %TPS
Decel Enlean Enable Delta %TPS
DFCO Enable RPM
DFCO Disable RPM
DFCO Disable MAP (Auto Trans)
DFCO Disable MAP (Man Trans)
DFCO Enable Vehicle Speed
DFCO Enable %TPS Threshold
DFCO Enable Coolant Temp Threshold
Initial IAC Motor Position (A/C Off)
Added Initial IAC Position Steps, A/C On
IAC Increase for Closed Loop Fuel
IAC Transient Increase - High Fan On
IAC Increase - High Speed Fan On
IAC Transient Increase - Low Fan On
IAC Increase - Low Speed Fan On
Desired RPM Increase for A/C On
Maximum TPS for Idle
Stall Saver Enable RPM Threshold
Stall Save IAC Increase
Low Speed Fan On Coolant Temp. Thresh.
Low Speed Fan Off Vehicle Speed Thresh
High Speed Fan On Coolant Temp. Thresh.
High Speed Fan Off Vehicle Speed Thresh
Number of Cylinders
A/C Disable %TPS Thereshold
A/C Disable RPM Threshold
A/C Re-enable RPM Threshold
PROM ID

Tables

ECM Switch Table
ECM Constant Table
Main Spark Advance Vs. RPM Vs. MAP
Idle Spark Advance Vs. MAP
Coolant Temp. Compensation Spark Advance
Knock Attack Rate Vs. RPM (Deg/msec)
Knock Recovery Rate Vs. RPM (%/sec)
Altitude Spark Adv. Correction Vs. RPM Vs. Vacuum
Volumetric Efficiency Vs. RPM Vs. MAP (Low RPM)
Volumetric Efficiency Vs. RPM Vs. MAP (High RPM)
Cold Engine AFR Vs Coolant Temp. Vs MAP
Air Fuel Ratio Vs. RPM Vs. MAP
Injector Offset Vs. Battey Voltage
Idle AFR Vs. Coolant Temperature
Low Pulse Width Injector Offset Vs. BPW
Accel Enrich Multiplier Vs. RPM
Accel Enrich Correction Vs Coolant Temp.
Delta MAP A.E. Decay Factor Vs. Coolant Temp
Decel Enlean Correction Factor Vs. Coolant Temp
Delta MAP D.E. Decay Factor Vs. Coolant Temp
Startup Fuel Enrichment Vs. Coolant Temp.
Startup Enrich. Decay Interval Vs. Coolant Temp.

Initial Crank BPW Table 1 Vs. Coolant Temp.
Initial Crank BPW Table 2 Vs. Coolant Temp.
Lean Cruise AFR Correction Vs. RPM Vs. MAP
Injector Delay (% Ref. Period) Vs. RPM Vs. TPS
% Cool Contribution for Charge Temp Vs. RPM Vs MAP
Desired Idle RPM Vs. Battery Voltage (In Drive)
Desired Idle RPM Vs. Battery Voltage (In P/N)
Desired Idle RPM Vs. Battery Voltage (Man. Trans.)
IAC Warmup Motor Position Offset Vs. Coolant Temp.
IAC Warmup Decay Rate Vs Coolant Temp.
Fast Idle Offset Vs Coolant Temp.
Normal Mode Line Press Vs. KPH Vs TPS (0 - 64 KPH)
Normal Mode Line Press Vs. KPH Vs TPS (64-128 KPH)
Normal Mode Pressure Offset (psi) Vs. TPS Vs. Gear
Perf. Mode Pressure Offset (psi) Vs. TPS Vs. Gear
Normal 2->1 Downshift Pressure Modifier Vs. Speed
Normal 3->2 Downshift Pressure Modifier Vs. Speed
Normal 4->3 Downshift Pressure Modifier Vs. Speed
Normal Mode Shift Speed (KPH) Vs. TPS Vs. Shift
Performance Mode Shift Speed (KPH) Vs TPS Vs Shift
Manual Mode Shift Speed (KPH) Vs. TPS Vs. Shift
Normal Kickdown Mode Shift Speed Vs. Shift
Cold Kickdown Mode Shift Speed Vs. Shift
Kickdown Mode Upshift RPM Threshold Vs. Shift