C.A.T.S. Tuner PCM_0DA Parameter List

(ECM Configuration File Version D)

ECM Switch Parameters

Auto / Manual Transmission (X = manual)
Non-Electronic Auto Trans (X = Enabled)
VATS Select (X = Enabled)
Open Loop AFR Enable (X=Enabled)
Fuel Mode (X = CPI/PFI Mode)
Idle Fuel Mode (X = Synchronous)
EGR System Type (X=Back Pressure)
EGR System Control (X=Linear) 0=EVRV
A/C Clutch / Port Tune Control (X = A/C)
Low BPW Offset Table Option (X = Active)
MAT Sensor Option (X = Selected)
TCC PWM Control (X=Enabled)
TCC Gradual Release (X=Enabled)
TCC Off on Downshift (X=Enabled)
TCC Off on Upshift (X=Enabled)
Vss PPM Diagnostic (Error 16)
MAT Sensor Low Diagnostic (Error 23)
Vehicle Speed Diagnostic (Error 24)
MAT Sensor High Diagnostic (Error 25)
EGR Diagnostic (Error 32)
MAP Sensor High Diagnostic (Error 33)
MAP Sensor Low Diagnostic (Error 34)
EST Montior Diagnostic (Error 42)
ESC Diagnostic (Error 43)
O2 Lean Diagnostic (Error 44)
O2 Rich Diagnostic (Error 45)
Fuel Pump Relay Diagnostic (Error 54)
Trans High Temp Diagnostic (Error 58)
Trans Low Temp Diagnostic (Error 59)
3->2 Shift Quad Driver Diag (Error 66)
TCC Quad Driver Diagnostic (Error 67)
Force Motor Current Diag (Error 73)
Quad Driver #1 Shift B Diag (Error 81)
Quad Driver #1 Shift A Diag (Error 82)
Quad Driver #1 Diagnostic (Error 83)

ECM Constants

Initial Spark Advance
Main Spark Bias
Torque Management Max Spark Retard
Max Speed for Idle Fuel Table
Max Speed for Idle Spark Table
Fuel Cutoff RPM
Fuel Resume RPM
Fuel Cutoff Speed
Fuel Resume Speed
Fuel Cutoff RPM (Default Gear/MALF 16)
Fuel Resume RPM (Default Gear/MALF 16)
Cylinder Volume (per Cylinder)
Number Of Cylinders
Injector Flow Rate (Per Bank)

Max %TPS For Idle Fuel
RPM To Bypass WOT Delay
WOT Delay Period
EGR Off, (TPS)
EGR On, (TPS)
EGR Off, (Eng Speed)
EGR On, (Eng Speed)
EGR Off, (Low MAP Window)
EGR On, (Low MAP Window)
EGR Off, (High MAP Window)
EGR On, (High MAP Window)
Minimum MPH Tto Enable EGR
Kick Down Lower Qualifier (TPS)
Kick Down Upper Qualifier (TPS)
RPM/VSS Ratio
Min. Coolant Temp. for Closed Loop
Stoichiometric AFR
Cold O2 Closed Loop DelayTimer
Warm O2 Closed Loop DelayTimer
Hot O2 Closed Loop DelayTimer
Warm O2 Delay Cool Temp. Threshold
Hot O2 Delay Cool Temp. Threshold
Rich O2 Threshold at Idle
Lean O2 Threshold at Idle
Mean O2 Threshold at Idle
Minimum BLM Value
Maximum BLM Value
Minimum Integrator Value
Maximum Integrator Value
Maximum RPM To Enable BLM
Min MAP for BLM Enable
Max MAP for BLM Enable
Async To Sync Fuel MAP Threshold
Async To Sync Fuel RPM Threshold
Sync To Async Fuel MAP Threshold
Sync To Async Fuel RPM Threshold
Sync-->Async BPW Threshold
Async-->Sync BPW (Min)
Minimum Sync BPW
Default Sync BPW
Maximum Async BPW
Minimum Async BPW
Low BPW Offset Vs. BPW Table Bias
Minimum Double Fire Period
Injector Fire Delay from DRP
Startup Fuel Decay Multiplier
Startup Fuel Decay Delay
Lean Cruise Enable Cool. Temp.
Port Tuning Control Lower RPM Enable
Port Tuning Control Lower RPM Disable
Port Tuning Control Upper RPM Enable
Port Tuning Control Upper RPM Disable
Port Tuning Control %TPS Enable Thresh.
Port Tuning Control %TPS Disable Thresh.
Port Tuning Control Min Coolant Temp.
Baro Update Max. RPM Threshold
Baro Update Min. RPM Threshold
Baro Update Min. TPS Threshold
Baro Update Min. Delta TPS Threshold
Baro Update Min. Coolant Temp.
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 Dr, AC
Stall Saver %Diff Flow Thresh, in P/N
Stall Svr %Diff Flow Thresh, in P/N, AC
Stall Svr %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
IAC Airflow Adder After Startup
Startup Added Airflow Decay Period
A/C Clutch Disable RPM Threshold
A/C Clutch Re-enable RPM Threhold
Successive Power-ups to Clear Errors
TCC Enable Engine Coolant Temp
TCC Disable Engine Coolant Temp
TCC Enable Transmission Temp
TCC Disable Transmission Temp
Manual Mode Low 1 -> 2 Shift Speed
Manual Mode Low 2 -> 1 Shift Speed
Platform ID (MSW)
Platform ID (LSW)
PROM ID

Tables

ECM Switch Table
ECM Constant Table
Main Spark Table, Open Throttle
Main Spark Table, Closed Throttle
Power Enrichment Spark
Cool Compensation Spark Vs. Load
EGR Spark Correction Vs RPM Vs Vacuum
Startup Spark Advance Correction Vs. Coolant Temp.
Startup Spark Decay Rate Vs. Coolant Temp
Startup Spark Decay Delay Vs. Coolant Temp.
Max Knock Retard Vs RPM (in WOT)
Max Knock Retard Vs. MAP
Main Fuel Table, Off Idle, %Vol. Eff.
Main Fuel Table, Near Idle, %Vol. Eff.
TPS Threshold Vs. RPM For WOT
TPS Threshold Vs. RPM For WOT (Fast)
Engine %EGR Vs RPM Vs Vacuum
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
WOT AFR Vs. RPM
Accel. Enrichment Vs. Differential TPS
Diff. TPS Accel. Enrich. Coefficient Vs. Cool Temp
Diff. TPS Accel. Enrich. Multiplier Vs. Baro.
Accel. Enrichment Vs. Differential MAP
Diff MAP Accel. Enrich. Correction Vs. Cool. Temp.
Diff. MAP Accel. Enrich. Correction Vs. RPM
Accel. Enrich. Temperature Correction Vs Cool Temp
Accel. Enrich. Temperature Correction Mult. Vs MAT
Open Loop AFR Vs. Coolant Temp. Vs. Vacuum
AFR Reduction at Startup Vs. Cool. Temp. (Choke)
Startup Fuel Decay Rate Vs. Coolant Temp.
Startup Fuel Decay Rate Multiplier Vs. Air Flow
Crank BPW Vs. Coolant Temp.
Injector Offset PW vs Battery Voltage

Low BPW Offset Vs. BPW
BLM Cell RPM Boundaries
BLM Cell MAP Boundaries
Decel Enleanment Vs Differential MAP
Decel Enleanment Vs Differential TPS
DFCO Disable RPM Threshold Vs. Coolant Temp.
DFCO Disable %TPS Threshold Vs. RPM
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)
Initial IAC Airflow Offset Vs. Cool Temp (In P/N)
Initial IAC Airflow Offset Vs. Cool Temp (In Gear)
Initial IAC Offset Decay Period Vs. Cool. Temp.
Desired %EGR Vs RPM Vs MAP
Desired EGR Gain Factor Vs. Coolant Temp.
Desired EGR Gain Factor Vs. Baro Vs. MAP
Main Line Pressure Table, 0 - 64 MPH
Main Line Pressure Table, 64 - 128 MPH
Upshift/Downshift Speed Vs. TPS
Kickdown Mode Shift Speed Vs. Shift
Hot Kickdown Mode Shift Speed Vs. Shift
Cold Kickdown Mode Shift Speed Modifier Vs. Shift
Kickdown Mode Shift RPM Vs. Shift
Hot Kickdown Mode Shift RPM Vs. Shift
Cold Kickdown Mode Shift RPM Modifier Vs. Shift
Torque Converter Release MPH Vs. TPS
Torque Converter Engage MPH Vs. TPS
Line Press. Mod. Vs. Current Gear 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
Line Pressure Mod In WOT Vs. RPM
Desired Shift Time Vs. %TPS Vs. Shift