

C.A.T.S. Tuner PCM 31 Parameter List (ECM Configuration File Version Q)

ECM Switch Parameters

Throttle Kicker Function (X = Enabled)
Synchronous Fuel at Idle (TBI)
CPI/PFI Fuel Mode (X = Enabled)
MAT Sensor Present
Crank Fuel To All Injectors Each Pulse
Canister Purge Logic (X = Enabled)
Manual/Auto Transmission (1 = Manual)
Linear/EVRV EGR (0 = EVRV)
Back Pressure EGR
Governor Option (X = Enabled)
VATS (X = Enabled)
Shift Light (X = Enabled)
EGR Diagnostic (Error 32)
Knock System Diagnostic (Error 43)
O2 Sensor Lean Diagnostic (Error 44)
O2 Sensor Rich Diagnostic (Error 45)

ECM Constants

Initial Spark Value
Fuel Cut Off RPM
Fuel Resume RPM
Fuel Cut Off RPM (Trans in Default Gear)
Fuel Resume RPM (Trans in Default Gear)
Fuel Cut off Speed
Fuel Resume Speed
Main Spark Bias
Coolant Comp. Spark Bias
RPM To Bypass WOT Delay
WOT Delay
Max Vehicle Speed For Idle Fuel
Max Vehicle Speed For Idle Spark
Low Octane Spark Retard Enable Temp.
Max %TPS For Idle Fuel
Injector Flow Rate
Cylinder Volume
EGR On, TPS
EGR Off, TPS
EGR On, RPM
EGR Off, RPM
EGR On, Low MAP
EGR Off, Low MAP
EGR Off, High MAP
EGR On, High Map
Min. Vehicle Speed for EGR
EGR Diagnostic Min. Vehicle Speed
Max. RPM for BLM Enable
Minimum BLM
Maximum BLM
Minimum Integrator Value
Maximum Integrator Value
Closed Loop Enable Coolant Temp.

Cold Closed Loop Timer
Warm Closed Loop Timer
Hot Closed Loop Timer
Cold/Warm Closed Loop Temp Thresh.
Warm/Hot Closed Loop Temp Thresh.
Stoichiometric AFR
Slow O2 Filter For Idle
Fuel Prop. Duration Offset At Idle
Fuel Prop. Count Added At Idle
Throttle Kicker Disable %TPS Threshold
Throttle Kicker Disable Coolant Temp.
Throttle Kicker Disable Vehicle Speed
Throttle Kicker Disable RPM (In P/N)
Throttle Kicker Disable RPM (In Drive)
Max. Throttle Follower TPS Value, In P/N
Max. Throttle Follower TPS, In Drive
Normal Kickdown 1 -> 2 Shift
Normal Kickdown 2 -> 3 Shift
Normal Kickdown 3 -> 4 Shift
Kick Down, Upper Qualifier TPS
Kick Down, Lower Qualifier TPS
Number of Cylinders
RPM/VSS Ratio
Speed Sensor Pulses Per Revolution
PROM ID

Tables

ECM Switch Table
ECM Constant Table
Main Spark Vs. RPM Vs. MAP, Open Throttle
Main Spark Vs. RPM Vs. MAP, Closed Throttle
Cool Compensation Spark
Power Enrichment Spark Vs. RPM
Max. Knock Retard Vs. RPM (in WOT)
Max. Knock Retard Vs. MAP
Main Fuel Vs. RPM Vs. MAP, Open Throttle
Main Fuel Vs. RPM Vs. MAP, Closed Throttle
TPS Threshold Vs. RPM for WOT
TPS Threshold Vs. RPM for Fast WOT
WOT Air Fuel Ratio Vs. RPM
Pump Shot Vs. Differential TPS
Pump Shot Vs. Differential MAP
Open Loop AFR Vs. Coolant Temp. Vs. MAP
AFR At Startup (Choke)
Startup BPW Vs. Coolant Temp.
Target Idle Vs. Cool. Temp. Park/Neut. - A/C Off
Target Idle Vs. Cool. Temp. Park/Neut. - A/C On
Target Idle Vs. Cool. Temp. In Drive - A/C Off
Target Idle Vs. Cool. Temp. In Drive - A/C On
Transmission Main Line Pressure, 0 - 64 MPH
Transmission Main Line Pressure, 64 - 128 MPH
Transmission Upshift/Downshift
Torque Converter Release MPH Vs. TPS
Torque Converter Engage MPH Vs. TPS
Line Pressure 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
Normal Kick Down Shift (MPH)

Integrator Delay Vs. Air Flow
Slow O2 Time Constant Vs. Air Flow
Proportional Value Vs. O2 Error
Proportional Value Offset Vs. Air Flow
Integrator Delay Mult. Vs. O2 Error
Proportional Flow Gain Multiplier Vs. MAP Vs. RPM
Mean Rich/Lean O2 Voltage Threshold Vs. Air Flow
Rich O2 Voltage Threshold Vs. Air Flow
Lean O2 Voltage Threshold Vs. Air Flow
BLM Cell RPM Boundaries
BLM Cell MAP Boundaries
Idle Overspeed Spark Retard Vs. RPM Error
Idle Overspeed Spark Retard Multiplier Vs. MAP
Idle Underspeed Spark Retard Vs. RPM Error
Throttle Follower Gain Factor Vs. Coolant Temp.
Throttle Follower Gain Factor Vs. RPM
Throttle Follower TPS Delay Time Vs. Speed
Throttle Follower TPS Filter Coefficient Vs. Speed
Min. Throttle Follower TPS Value Vs. Coolant Temp.