



GEN4 PRO XTREME BigComm Pro Data Logger User Manual

www.BigStuff3.com

HOW TO USE THE BIGCOMM PRO CONFIGURATION & CALIBRATION TOOL BAR DATA LOGGER MENU AND SUBMENU

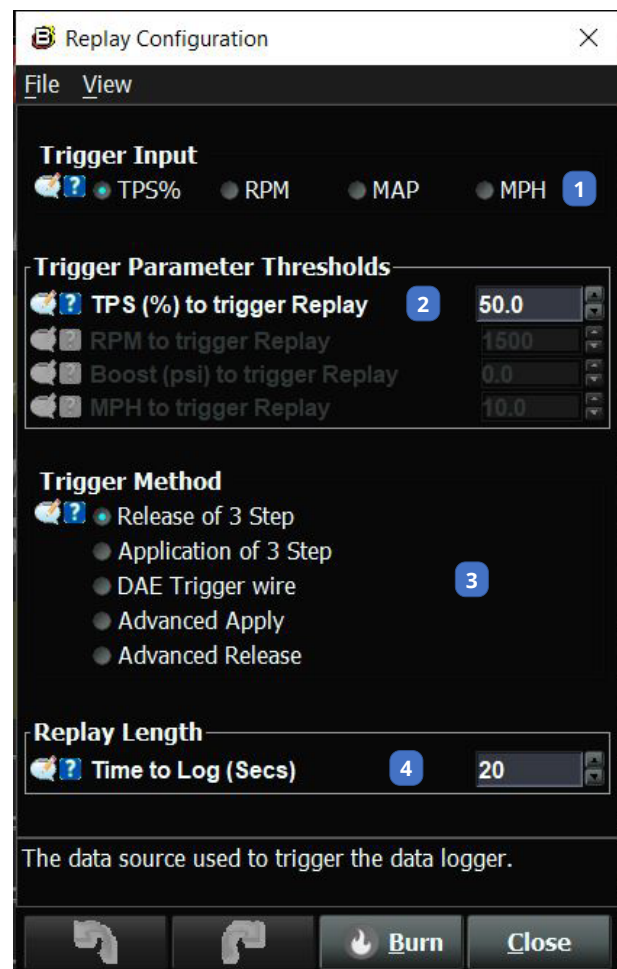
The GEN4 internal datalogger is one of the most power data loggers on the market today. By utilizing the built in SD card, all of your necessary data can be saved and read at any time after the data is stored.

With one of the fastest download speeds on the market, you can download even the biggest files in seconds. You even have the ability to download multiple files at once. The internal data logger can be triggered multiple ways depending on how you would like to configure it. The data logger can capture up to 500 channels of data at over 1kHz for up to 15 minutes.

When the internal data logger is triggered, the ECU will start recording even if the ignition switch to the ECU is turned off. If the main power to the ECU is turned off while making a recording it will not record properly and there will be no data present. The ECU must finish recording the data to the logger before the main power is shut off in order to capture data correctly.

• **REPLAY CONFIGURATION**

- (1) **Trigger Input** – Choose which trigger input will trigger the internal datalogger
- (2) **Trigger Parameter Thresholds** – Choose the threshold to enable the internal datalogger
- (3) **Trigger Method** – Choose which trigger method will be used to trigger the internal datalogger
- (4) **Replay Length** – Choose how long the internal data logger will record the file.

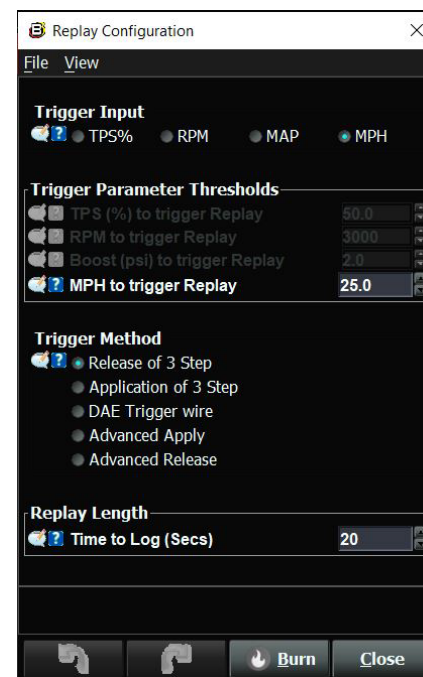
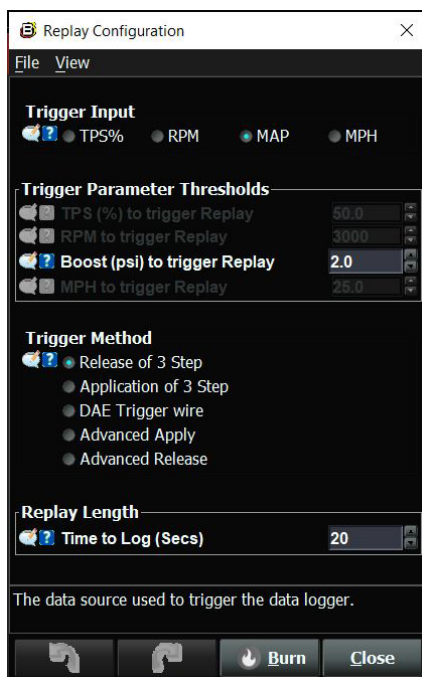
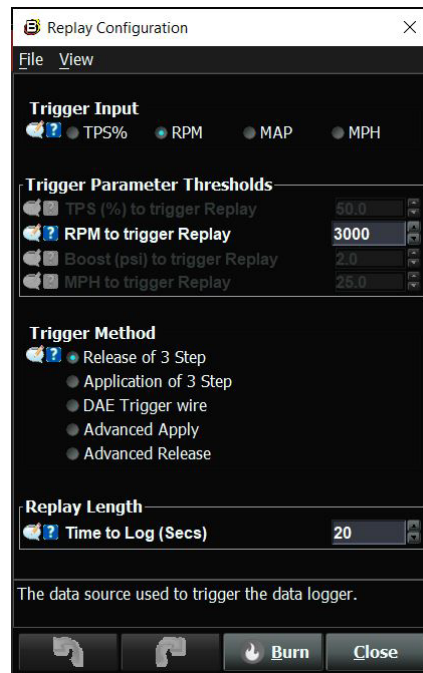
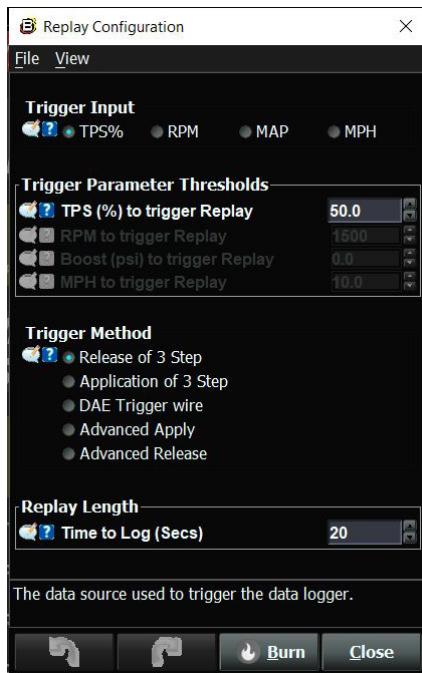


• **TRIGGER INPUT AND TRIGGER PARAMETER THRESHOLDS**

There are 4 different trigger inputs to choose from for the GEN4 internal data logger. You can only choose one to use to trigger the data logger. Adjust the thresholds based on your criteria.

The examples below are:

1. TPS% = 50%
2. Engine RPM = 3000
3. MAP or Boost = 2
4. MPH = 25




• **TRIGGER METHOD**

There are FIVE different trigger methods to choose from on how to trigger the internal data logger in the GEN4 ECU.

(1) Release of 3 Step – The GEN4 ECU uses the 3 Step to start all of its internal race timers, boost control, traction control, etc. This trigger method will enable the datalogger to start recording based on a 50% TPS value and the Release of the 3 Step. Release meaning 12vdc had been applied to the 3 Step input and it was taken away while the TPS% was at least 50%.

(2) Application of 3 Step – The GEN4 ECU uses the 3 Step to start all of its internal race timers, boost control, traction control, etc. This trigger method will enable the datalogger to start recording based on a 50% TPS value and the Application of the 3 Step. Application meaning 12vdc had been applied to the 3 Step input and the TPS% was at least 50%.

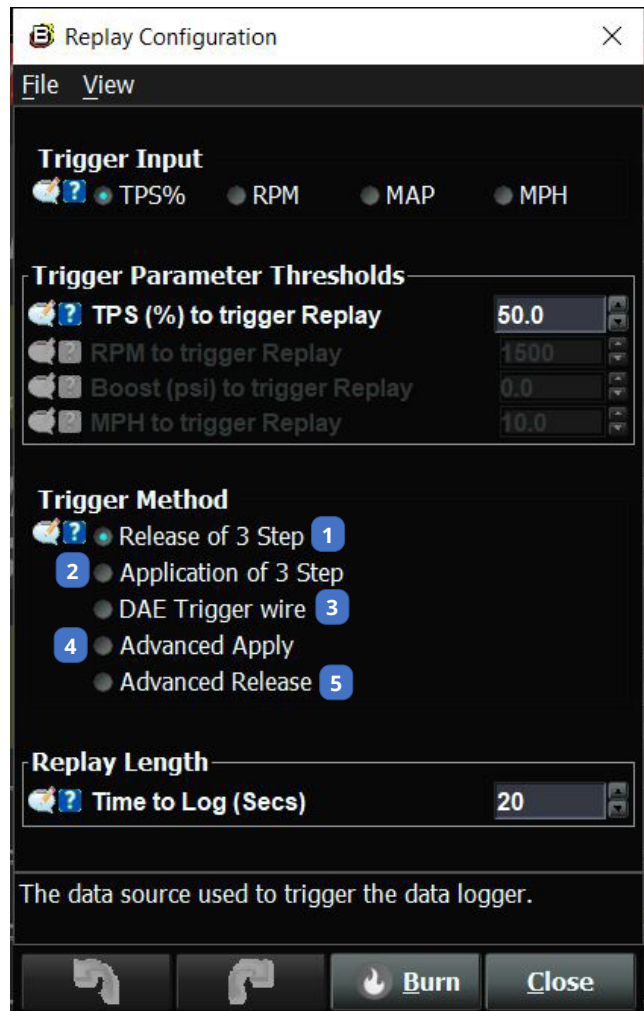
(3) DAE Trigger Wire – Header 2 Y2 is the DAE trigger wire which is a 12vdc input. This input is not necessary anymore to start the datalog as it was with the GEN3 ECU. This trigger method will enable the datalogger to start when the DAE trigger input has 12vdc applied and the TPS% is at least 50%.

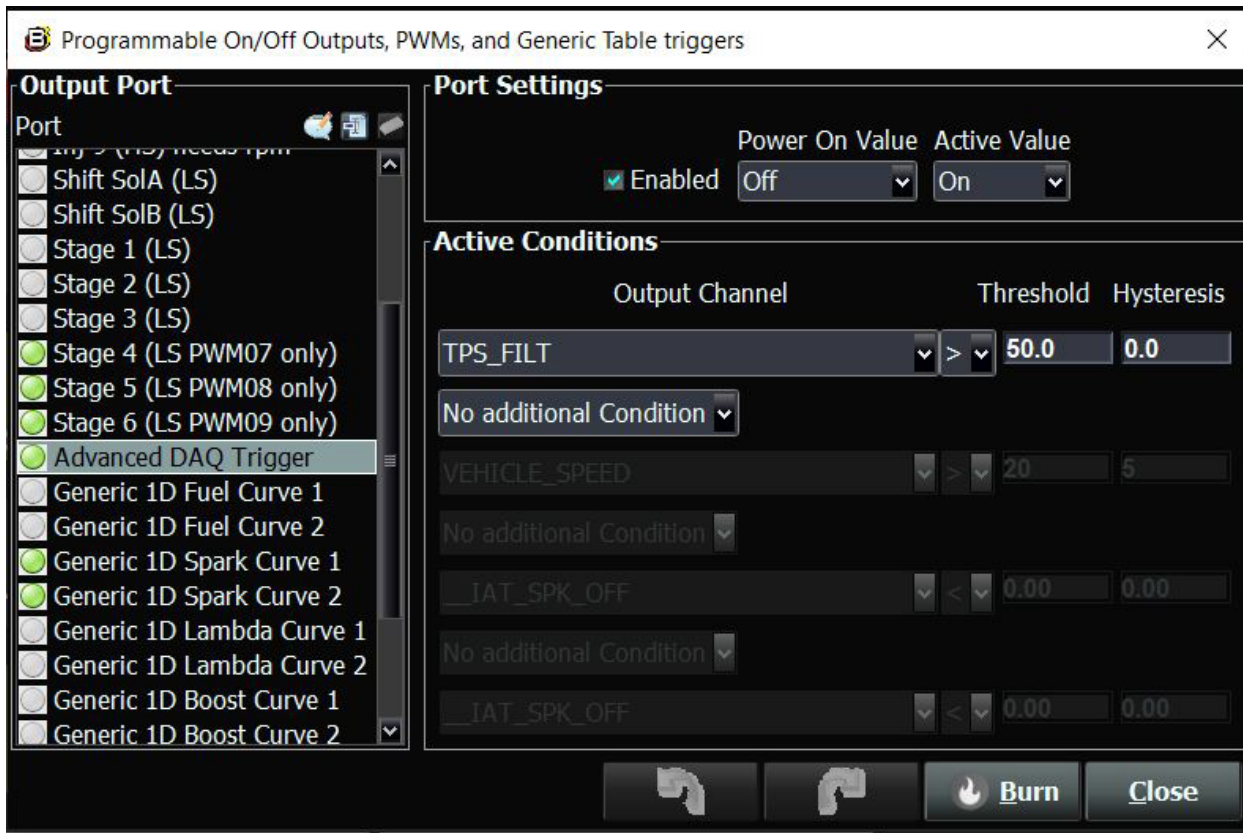
(4) Advanced Apply – The advanced apply feature is for if you do not want to provide any physical 12vdc input to trigger the datalogger with. The Advanced Apply works in conjunction with the Generic Port Editor located in the  System Menu.


As seen in the pic below the Generic Port Editor is configured as follows:

1. The Enabled checkbox is checked turning on the GPE logic
2. The Power On Value is Off and the Active Value is On
3. The Output Channel is configured that any time the TPS% is greater than 50% the GPE logic is true enabling the output.

With this configuration the internal datalogger will trigger and record **ANYTIME** the TPS% is greater than 50%.





(5) Advanced Release – The advanced release feature is for if you do not want to provide any physical 12vdc input to trigger the datalogger with. The Advanced Release works in conjunction with the Generic Port Editor located in the  System Menu.

As seen in the picture below, the Generic Port Editor is configured as follows:

1. The Enabled checkbox is checked turning on the GPE logic
2. The Power On Value is Off and the Active Value is On
3. The Output Channel is configured that any time the TPS% is greater than 50% the GPE logic is true enabling the output.

With this configuration the internal datalogger will trigger and record **ANYTIME** the TPS% is greater than 50% and then falls below 50%.

FREQUENTLY ASKED QUESTIONS

• What does working “On line” vs. “Off line” mean?

-Working “Off-line” = The BigStuff3 ECU is not powered up (PC Only). Working “On-line” = The BigStuff3 ECU is powered on, the communication is connected between the GEN4 ECU and a PC, and the two are communicating with each other

• Should I use the camshaft position input (cam sync) with my distributor based GEN4 system?

-Without the camshaft position input (cam input connector in the main wire harness) hooked up, the GEN4 system still provides sequential fuel injection and individual fuel control per cylinder, but injector phasing (where the fuel is injected) and individual spark control will not function.

• **How can the GEN4 system provide sequential fuel injection and individual fuel control per cylinder without the cam camshaft position input hooked up?**

-When the engine starts cranking over, the GEN4 ECU begins firing the injector drivers, assigned to each injector, in the firing order inputted into the software. What the GEN3 system cannot do without the cam camshaft position input hooked up is to determine where to inject fuel (the position in crankshaft degrees, relative to TDC, for each cylinder).

The Base Spark Table(s) are edited as soon in the Bigstuff3 GEN4 ECU Full Software Manual located on our website. Click on this link to navigate and download.

• **At what injector duty cycle % are my injectors considered out of control, or static?**

-Loss of injector control does not occur at 100% duty cycle, but at approximately 85% duty cycle. At 85% duty cycle the injectors are most likely not opening and closing in a controlled fashion.

-This condition is termed "static" (vs. dynamic) control. An example why this condition is undesirable is if the GEN4 ECU demands more fuel (demanding a larger pulse width) and the injector is already static. The only way to move more fuel through the injector would be to increase the fuel pressure. Increasing the fuel pressure at the 1/8th mile marker is not possible, so things go bad quickly.

-Also, teetering on and off at the static point is also undesirable. Lastly, running the injectors drivers static for long periods of time can damage them.

• **How do I set up my ignition system with the GEN4 system?**

-For more information on ignition system setups, beyond what is available in this manual, go to the How To/Help section on the BigStuff3 website, and then Ignition System Setup Tutorial. The link is: <http://bigstuff3.com/pdf/Ignition%20Guide%20rev%201.2.pdf>. There are nine (9) ignition system setups outlined. There is also information on the setting up the Ford TFI, GM HEI, GM Opti-spark & MSD8 ignition systems in the How To/Help section of the website.

• **Where can I find wiring harness information on the BS3 power-train system and optional systems?**

-Information on most of our wiring harnesses is available on our website at www.bigstuff3.com.

-Go to the GEN4 section on the website and under the GEN4 PRO XTREME menu will be more information. The link is: <http://bigstuff3.com/gen4/>

• **My engine will not start. What should I check?**

-Make sure the harness side header connectors, interfacing with the GEN4 ECU, are attached and tightened to no more than 15 – 20 inch lbs.



-Make sure the battery voltage is at, or above, 12V during cranking. Low battery voltage conditions must be fixed before trying to start the engine. Battery voltage (especially during cranking) is even more important with coil-on-plug applications.

-Make sure you can see an RPM signal in the software or dash. While turning the engine over, you should see at least 100 – 150 RPM. If no RPM signal is present, check that the crank input (crank trigger or distributor) signal wire is connected to the red wire in the BS3 “Crank” connector. Swap the 2 wires and try again.

-For distributor ignition based applications, make sure the BS3 points wire is connected to the ignition system points input terminal/wire. Applying 12V directly to the BS3 points wire will immediately damage the GEN4 ECU!!

-For COP engines (LSx and other standalone COP engine) the cam input cannot occur at the same time as the crank input!!! If this is the case, the engine will not start. The cam synch pulse must occur before a crank pulse. Ideally, 10* before the crank pulse.

-For more information on ignition system setups, go to the How To/Help section on the BS3 website, then to Ignition System Setup Tutorial.

-With all coil-on-plug engines, make sure the coil ground eyelet is securely fastened to the cylinder head or engine block. No other grounds locations should be used.

-The ECU may be in Clear flood Mode. Make sure the TPS sensor reads near 1-2% when the throttle is closed and near 100% when fully opened. If it reads near 100% when closed, the ECU is in clear flood mode and is not injecting fuel. Swap TPS pins A & C in the TPS connector.

Make sure the crank sensor is connected.

-The LS1 Cam sensor connections are: **• A – Signal • B – Ground • C – 12V •**

The LS2 cam sensor connections must be (terminals A & C are swapped): **• A – 12V • B – Ground • C – Signal**

• My engine timing does seem right, what should I check.

-Make sure the firing order is correct.

-Both the BS3 GEN4 main wiring harness and the MSD ignition system must be connected directly to the battery!! If not, ground loop issues are likely to occur.

-Make sure your pulses per rev in the Operating Configuration table is correct for your application. For example, a four (4) magnet MSD crank trigger setup should have a value of 4.

• I can't get my LSx engine started.

-I'm using an LS2 sensor in the front of the engine.

-Swap pins A & C in the cam input connector around. My TPS sensor reads 100% when the throttle is closed and 0% when the throttle is fully opened. Swap the wires A & C in the TPS connector. The engine may not start since the ECU senses that the Clear flood Mode has been invoked

• If I am tuning in Alpha/N mode (Hardware Configuration, then Control Algorithm) can I use my 1 Bar MAP sensor for barometric compensation?

-Yes, the automatic barometric compensation is hard-coded in the ECU. Leave the MAP sensor

vacuum port exposed to the atmosphere. Do not plug the MAP vacuum port to the intake manifold.

• **What do I need to do to make sure my 3 step works correctly?**

-A clean 12VDC must be applied to Header 2 W1 meaning a relay with only 12vdc. Do not use the same 12VDC feeding the transbrake solenoid as flyback voltage from the transbrake releasing can damage the ECU!

-Confirm the 3 Step settings in the System Menu / RevLimiters are configured correctly. The TPS% On threshold must be higher than the Off threshold.

• **I do not think my injectors are pulsing. What can I check?**

-Make sure the BS3 and MSD systems are grounded directly to the battery.

-Plug a “noid” light into each injector position in the injector wire harness. Turn the engine over and see if the light pulses for each injector location.

• **I do not think my COP coils are firing. What can I check?**

-Make sure the BS3 main wire harness ground is wired directly to the battery.

-Make sure the coil ground wire is grounded to the engine block or cylinder head. No other ground location will work!

• **Can I use a 5 Bar MAP sensor?**

-Yes, choose 5 Bar MAP sensor in the System Menu / Pressure and Sensor Configuration section.

-Be sure to cycle the 12VDC ignition on the ECU and you will need to recalibrate the fuel/af/r/spark tables on this or any MAP sensor change.

- Note: The 4 BAR MAP sensor sold by BigStuff3 is good to 52 PSI.

• **How do I know if my Bosch LSU4.9 WBO2 sensor is bad?**

-First make sure the sensor to main wire harness connection is good.

• **How can I check if my NTK WBO2 Methanol sensor is working?**

-First check the control circuitry by disconnecting the sensor from the harness. Turn the ignition to the BS3 ECU on. With the engine off its best to move the O2 sensor out of the exhaust and have it hang in the air. Go online with the ECU and navigate to the Gauge Cluster tab and go to the NTKWBO2 tab on the bottom the screen. In the upper right hand corner of the page will be LB%O2 and RB%O2 readings. Go to the AFR Menu and click on the O2 and EGT Parameters section. In the lower right hand corner turn the “Perform NTKO2 WBO2 Air Cal” to “Yes”.

WARNING! Do not hold the O2 sensor as it will start to heat up and you can get severely burned. You will see the O2% readings start to update and after about 5 minutes you should be reading about 18%-22% on either sensor. If you do not read that more than likely the sensor is defective and needs to be replaced. Contact Bigstuff3 for more details at this point. If the sensor reads fine turn the Air Cal to “Off” and turn the ignition off. Wait for the sensor to cool down and reinstall in the exhaust and you are ready to go.

• **What caused my O2 sensor to fail?**

- Being dropped
- Running leaded fuel
- Running rich at idle

• **Does the GEN4 ECU offer an auto-shift feature?**

Yes, BigStuff3 offers an optional transmission auto-shift feature. The system will shift up to five (5) speeds with independent shift RPM and Hysteresis points. Once the system is configured for the auto-shift feature, a wire from ECU Header 2 location, P2 must be run to the ground side of the relay.

• **What dwell times should be used with the LS1 coils sold with my system?**

With a 12V charging system from idle to approximately 4,000 RPM use about 3.0 milliseconds near idle and no more than about 4.0 milliseconds at approximately 4,000 RPM. From approximately 4,100 - Max RPM use no more than about 6 milliseconds of total dwell time at max RPM. With a 16V charging system from idle to approximately 4,000 RPM use about 2.0 milliseconds near idle and no more than about 3.0 milliseconds at approximately 4,000 RPM. From approximately 4,100 - Max RPM use no more than about 4.5 milliseconds of total dwell time at max RPM.

Datalogger acronyms

Point Definitions are displayed in alphabetical order and are the same for either laptop based datalogging or pulling the data from the on board SD card.

A

AC_BUMP_ON – Air Conditioning Engine RPM increase active condition

ACCEL_X – Accelerometer X Axis

ACCEL_Y – Accelerometer Y Axis

ACCEL_Z – Accelerometer Z Axis

ACCEL_ENG – Acceleration Engine value

ACT_IAC_POS – Current Idle Air Control Motor Position

AFR_TARGET – Air Fuel Ratio Target

AFR_L_BANK – Air Fuel Ratio Left Bank

AFR_R_BANK – Air Fuel Ratio Right Bank

AFR_CYL_1 – Air Fuel Ratio Cylinder 1

AFR_CYL_2 – Air Fuel Ratio Cylinder 2

AFR_CYL_3 – Air Fuel Ratio Cylinder 3

AFR_CYL_4 – Air Fuel Ratio Cylinder 4

AFR_CYL_5 – Air Fuel Ratio Cylinder 5

AFR_CYL_6 – Air Fuel Ratio Cylinder 6



AFR_CYL_7 – Air Fuel Ratio Cylinder 7

AFR_CYL_8 – Air Fuel Ratio Cylinder 8

B

BARO – Outside Barometric Pressure

BATTERY_VOLTAGE – Battery voltage

BC_SENSOR_ERROR – Boost Controller Sensor Input Error

BOOST_PSI – Intake Manifold Pressure

BOOST_CL_DC – GN Boost Controller Duty Cycle Output %

Boost_Inc PIDTerm – GN Boost Controller PID Increase %

C

CLT – Coolant Temperature

CORR_AIR – Fuel Percentage Air Temperature Correction

CORR_AFTST – Afterstart Fuel Percentage Correction

CORR_BARO – Barometric Fuel Percentage Correction

CORR_CLT – Coolant Warm Up Temperature Fuel Percentage Correction

CORR_E85 – E85 Fuel Percentage Correction

CORR_ES_PVFC – Extended Source Power Valve Fuel Correction Percentage

CORR_FP_COMP – Fuel Pressure Correction

CORR_PVF – Power Valve Fuel Correction

CORR_SLT – Start Line Fuel Percentage Correction

D

DAE_INPUT – DAE 12vdc Input true or false

DSRD_BOOST_MAP – Desired Boost Map

DSRD_SR2_MAP – Desired SR2 Map

DUTY_CYCLE_BOOST_INC – Boost Controller Duty Cycle Output Increase %

DUTY_CYCLE_BOOST_DEC – Boost Controller Duty Cycle Output Decrease %

DUTY_CYCLE_PWM07 – Duty Cycle Output Pulse Width Modulation 07

DUTY_CYCLE_PWM08 – Duty Cycle Output Pulse Width Modulation 08

DUTY_CYCLE_PWM09 – Duty Cycle Output Pulse Width Modulation 09

DUTY_CYCLE_NOS_PRG – Progressive Nitrous Duty Cycle Control Output Percentage

DUTY_CYCLE_CYL1 – Fuel Injector Duty Cycle Percentage Cylinder 1

DUTY_CYCLE_CYL2 – Fuel Injector Duty Cycle Percentage Cylinder 2

DUTY_CYCLE_CYL3 – Fuel Injector Duty Cycle Percentage Cylinder 3

DUTY_CYCLE_CYL4 – Fuel Injector Duty Cycle Percentage Cylinder 4

DUTY_CYCLE_CYL5 – Fuel Injector Duty Cycle Percentage Cylinder 5

DUTY_CYCLE_CYL6 – Fuel Injector Duty Cycle Percentage Cylinder 6

DUTY_CYCLE_CYL7 – Fuel Injector Duty Cycle Percentage Cylinder 7



DUTY_CYCLE_CYL8 – Fuel Injector Duty Cycle Percentage Cylinder 8

DUTY_CYCLE_FRCMTR – Duty Cycle Force Motor Output Percentage (Used with 4L60E/80E)

DUTY_CYCLE_TCC – Duty Cycle Torque Converter Clutch Output (Used with 4L60E/80E)

DWELL_TIME – Ignition Coil Dwell Time

E

E85_SPARK_OFFSET – E85 Spark Offset

ECM_RB_EC – NTK O2 Sensor Right Bank Error Code

ECU_SYNC – Current ECU Synchronization Status

EGT_CYL1 – Exhaust Gas Temperature Cylinder 1

EGT_CYL2 – Exhaust Gas Temperature Cylinder 2

EGT_CYL3 – Exhaust Gas Temperature Cylinder 3

EGT_CYL4 – Exhaust Gas Temperature Cylinder 4

EGT_CYL5 – Exhaust Gas Temperature Cylinder 5

EGT_CYL6 – Exhaust Gas Temperature Cylinder 6

EGT_CYL7 – Exhaust Gas Temperature Cylinder 7

EGT_CYL8 – Exhaust Gas Temperature Cylinder 8

ENG_STATE – Engine State (1-Engine Cranking, 4-Engine Running Steady, 5-Engine Accelerating, 6-Engine Decelerating, 7-Deceleration Fuel Cutoff)

EGT_SHUTDOWN_ACTIVE – Exhaust Gas Temperature Shutdown Active Condition

ETM_TORQ_STG – Engine Torque Management Torque Stage Current Value

ETM_DS_ENG_ERROR – ETM Driveshaft or Engine RPM Error

ETM_DS_ENG_DSRD – ETM Driveshaft or Engine RPM Desired

F

FP_SENSOR_ERROR – Fuel Pressure Sensor Input Error

FP_WARNING_ACTIVE – Fuel Pressure Warning Active Condition

FSL_TBL_INDEX – Fuel Spark Lambda current map enabled

FUEL_FLOW_CYL1 – Calculated Fuel flow in lbs/hr for Cylinder 1

FUEL_FLOW_CYL2 – Calculated Fuel flow in lbs/hr for Cylinder 2

FUEL_FLOW_CYL3 – Calculated Fuel flow in lbs/hr for Cylinder 3

FUEL_FLOW_CYL4 – Calculated Fuel flow in lbs/hr for Cylinder 4

FUEL_FLOW_CYL5 – Calculated Fuel flow in lbs/hr for Cylinder 5

FUEL_FLOW_CYL6 – Calculated Fuel flow in lbs/hr for Cylinder 6

FUEL_FLOW_CYL7 – Calculated Fuel flow in lbs/hr for Cylinder 7

FUEL_FLOW_CYL8 – Calculated Fuel flow in lbs/hr for Cylinder 8

FUEL_FLOW_TOTAL – Total Calculated Fuel Flow of cylinders 1-8 in lbs/hr

G

GEAR – Current Gear position calculated by engine rpm drop

GEN_BOOST_ADD – Generic Boost Tables Additional Boost Pressure

GEN_FUEL_LBSHR_ADD – Generic Fuel Lbs/hr adder

GEN_FUEL_MULT – Generic Fuel Multiplier Percentage Adder

GEN_LAMBDA_ADD – Generic Lambda Fuel Adder

GEN_LAMBDA_MULT – Generic Lambda Fuel Multiplier

GEN_SPK_ADV_ADD – Generic Spark Advance Adder

GS_ACCEL – Gear Speed Acceleration

GYRO_X – Gyrometer X Axis

GYRO_Y – Gyrometer Y Axis

GYRO_Z – Gyrometer Z Axis

H

HEAD_TEMP_RB – Head Temperature Right Bank. When in Pro Mod Mode located in the System->Hardware Configuration section this sensor is enabled for use. Pro Mod Mode sets the water and air sensors to 100* in the software so that they have no bearing on the overall VE fuel calculation. This is the GM Water Temperature Sensor.

HEAD_TEMP_LB – Head Temperature Left Bank. When in Pro Mod Mode located in the System->Hardware Configuration section this sensor is enabled for use. Pro Mod Mode sets the water and air sensors to 100* in the software so that they have no bearing on the overall VE fuel calculation. This is the GM Air Temperature Sensor.

I

IAT – Intake Air Temperature

ICF_CORR_CYL1 – Individual Cylinder Fuel Percentage Correction Cylinder 1

ICF_CORR_CYL2 – Individual Cylinder Fuel Percentage Correction Cylinder 2

ICF_CORR_CYL3 – Individual Cylinder Fuel Percentage Correction Cylinder 3

ICF_CORR_CYL4 – Individual Cylinder Fuel Percentage Correction Cylinder 4

ICF_CORR_CYL5 – Individual Cylinder Fuel Percentage Correction Cylinder 5

ICF_CORR_CYL6 – Individual Cylinder Fuel Percentage Correction Cylinder 6

ICF_CORR_CYL7 – Individual Cylinder Fuel Percentage Correction Cylinder 7

ICF_CORR_CYL8 – Individual Cylinder Fuel Percentage Correction Cylinder 8

ICS_CORR_CYL1 – Individual Cylinder Spark Correction Cylinder 1

ICS_CORR_CYL2 – Individual Cylinder Spark Correction Cylinder 2

ICS_CORR_CYL3 – Individual Cylinder Spark Correction Cylinder 3

ICS_CORR_CYL4 – Individual Cylinder Spark Correction Cylinder 4

ICS_CORR_CYL5 – Individual Cylinder Spark Correction Cylinder 5

ICS_CORR_CYL6 – Individual Cylinder Spark Correction Cylinder 6

ICS_CORR_CYL7 – Individual Cylinder Spark Correction Cylinder 7

ICS_CORR_CYL8 – Individual Cylinder Spark Correction Cylinder 8

INJ_GPW_AVE – Fuel Injector Gross Pulse Width Average

INJ_PHASE_ANGLE – Fuel Injector Injection Event Phase Angle

IOT – Fuel Injector Opening Tim

L

LAMBDA_CYL1 – Lambda Value Cylinder 1

LAMBDA_CYL2 – Lambda Value Cylinder 2

LAMBDA_CYL3 – Lambda Value Cylinder 3

LAMBDA_CYL4 – Lambda Value Cylinder 4

LAMBDA_CYL5 – Lambda Value Cylinder 5

LAMBDA_CYL6 – Lambda Value Cylinder 6

LAMBDA_CYL7 – Lambda Value Cylinder 7

LAMBDA_CYL8 – Lambda Value Cylinder 8

LAMBDA_L_BANK – Lambda Reading Left Bank

LAMBDA_R_BANK – Lambda Reading Right Bank

LAMBDA_TARGET – Lambda Reading Left Bank

LAMBDA_RB_UA – Lambda Right Bank NTK O2 Error Code

LASER_HEIGHT_AD5 – Laser Height Sensor Reading

M

MAP – Engine Intake Manifold Pressure

MPH – Miles Per Hour

N

NERNST_CYL1 – Resistance value of the Cylinder 1 Bosch O2 sensor. Normal value is around 300. **NERNST_CYL2** – Resistance value of the Cylinder 2 Bosch O2 sensor. Normal value is around 300.

NERNST_CYL3 – Resistance value of the Cylinder 3 Bosch O2 sensor. Normal value is around 300.

NERNST_CYL4 – Resistance value of the Cylinder 4 Bosch O2 sensor. Normal value is around 300.

NERNST_CYL5 – Resistance value of the Cylinder 5 Bosch O2 sensor. Normal value is around 300.

NERNST_CYL6 – Resistance value of the Cylinder 6 Bosch O2 sensor. Normal value is around 300.

NERNST_CYL7 – Resistance value of the Cylinder 7 Bosch O2 sensor. Normal value is around 300.

NERNST_CYL8 – Resistance value of the Cylinder 8 Bosch O2 sensor. Normal value is around 300.

NOS_STAGE – Current NOS Stage

NOS_BOOST_ENABLE – Nitrous or Boost Enable Arm Switch

NOS_TIMER – When activated is the Nitrous Run Time

NOS_ICS_CORR_CYL1 – Nitrous Individual Cylinder Spark Correction Cylinder 1

NOS_ICS_CORR_CYL2 – Nitrous Individual Cylinder Spark Correction Cylinder 2

NOS_ICS_CORR_CYL3 – Nitrous Individual Cylinder Spark Correction Cylinder 3

NOS_ICS_CORR_CYL4 – Nitrous Individual Cylinder Spark Correction Cylinder 4

NOS_ICS_CORR_CYL5 – Nitrous Individual Cylinder Spark Correction Cylinder 5

NOS_ICS_CORR_CYL6 – Nitrous Individual Cylinder Spark Correction Cylinder 6

NOS_ICS_CORR_CYL7 – Nitrous Individual Cylinder Spark Correction Cylinder 7

NOS_ICS_CORR_CYL8 – Nitrous Individual Cylinder Spark Correction Cylinder 8

O

O2_CORR_CYL1 – Closed Loop O2 AFR Fuel Correction Cylinder 1

O2_CORR_CYL2 – Closed Loop O2 AFR Fuel Correction Cylinder 2

O2_CORR_CYL3 – Closed Loop O2 AFR Fuel Correction Cylinder 3

O2_CORR_CYL4 – Closed Loop O2 AFR Fuel Correction Cylinder 4

O2_CORR_CYL5 – Closed Loop O2 AFR Fuel Correction Cylinder 5

O2_CORR_CYL6 – Closed Loop O2 AFR Fuel Correction Cylinder 6

O2_CORR_CYL7 – Closed Loop O2 AFR Fuel Correction Cylinder 7

O2_CORR_CYL8 – Closed Loop O2 AFR Fuel Correction Cylinder 8

O2_CORR_L_BANK – Closed Loop O2 AFR Fuel Correction Left Bank

O2_CORR_R_BANK – Closed Loop O2 AFR Fuel Correction Right Bank

P

PCT_ETHANOL – Percentage of Ethanol in fuel (Need sensor to read properly)

PEDAL_BIT_MODE – Pedal Bit Mode Current Condition

PCT_TCC_SLIP – Percentage of Torque Converter Clutch Slippage (Used with 4L60E/80E)

PRESS_FUEL – Fuel Pressure Reading

PRESS_OIL – Oil Pressure Reading

PRESS_TURBO – Turbocharger Pressure Reading

PRESS_WG – Wastegate Pressure Reading

PRESS_NOS – Nitrous Pressure Reading

PRESS_PV – Pan Vacuum Reading

PRESS_TL – Transmission Line Pressure Reading

PRESS_DSRD_WG – CO2 Desired Wastegate

PRNDL – Park / Reverse / Neutral / Drive / Low (Used with 4L60E/80E)

R

RACE_FUEL_LBS_HR – NOS Mode Race Fuel Lbs/hr fuel adder

REV_LIMITER – Current condition of any active rev limiters

RPM_ENGINE – Engine RPM



RPM_TSS1_LB – Turbocharger Shaft Speed RPM Left Bank
RPM_TSS2_RB – Turbocharger Shaft Speed RPM Right Bank
RPM_ABS_FW – RPM Front Wheel Speed Sensor
RPM_ABS_RW – RPM Rear Wheel Speed Sensor
RPM_TOSS – RPM Transmission Output Speed Sensor or Driveshaft Sensor
RPM_TISS – RPM Transmission Input Speed Sensor

S

SLT_MODE – Start Line Timing Mode Current Condition
SHOCK_RF_AD7 – Right Front Shock Reading
SHOCK_LF_AD8 – Left Front Shock Reading
SHOCK_RR_AD9 – Right Rear Shock Reading
SHOCK_LR_AD10 – Left Rear Shock Reading
SPK_ADV_BCP – Base Spark Advance
SPK_ADV_CYL1 – Spark Advance Cylinder 1
SPK_ADV_CYL2 – Spark Advance Cylinder 2
SPK_ADV_CYL3 – Spark Advance Cylinder 3
SPK_ADV_CYL4 – Spark Advance Cylinder 4
SPK_ADV_CYL5 – Spark Advance Cylinder 5
SPK_ADV_CYL6 – Spark Advance Cylinder 6
SPK_ADV_CYL7 – Spark Advance Cylinder 7
SPK_ADV_CYL8 – Spark Advance Cylinder 8
SR2_TIMER – Current Race time after the release of the three step
SR2_GEAR1_SPK_OFFSET – SR2 Gear 1 Spark Offset
SR2_DS_SPK_OFFSET – SR2 Driveshaft or Engine Spark Offset
SR2_DS_ERROR – SR2 Driveshaft or Engine RPM Error
SR2_DS_DSRD – SR2 Driveshaft or Engine RPM Desired
SS_SPK_NOS_RTD – Street Strip Nitrous Spark Retard
SS_NOS_FUEL_ADD – Street Strip Nitrous Fuel Adder
SS_NOS_LAMBDA_OFFSET – Street Strip Nitrous Lambda Target Offset

T

TPS – Throttle Position Sensor Percentage
TOT – Transmission Oil Temperature Reading
THREE_STEP_INPUT – Three Step Input 12vdc true or false
THREE_STEP_MODE – Three Step Active Condition
TRANS_GEAR_RATIO – Current Transmission Gear Ratio (Used with 4L60E/80E)
TSD_GEAR1_OFFSET – Touch Screen Dash Gear 1 Offset
TSD_SR2_DS_OFFSET – Touchscreen Dash SR2 Driveshaft or Engine RPM Offset
TSD_ETM_DS_OFFSET – Touchscreen Dash ETM Driveshaft or Engine RPM Offset
TWO_STEP_INPUT – Two Step Input 12vdc true or false

TWO_STEP_ACTIVE – Two Step Active Condition

TWO_STEP_MODE – Two Step Active Condition

V

VE -Volumetric Efficiency number calculated from the base fuel map

W

WHEEL SPIN – Calculated wheel speed based off differential from either the rear wheel speed sensor or driveshaft sensor compared to the front wheel speed sensor.

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