GEN4 PRO XTREME BigComm Pro Generic User Manual

www.**BigStuff3**.com

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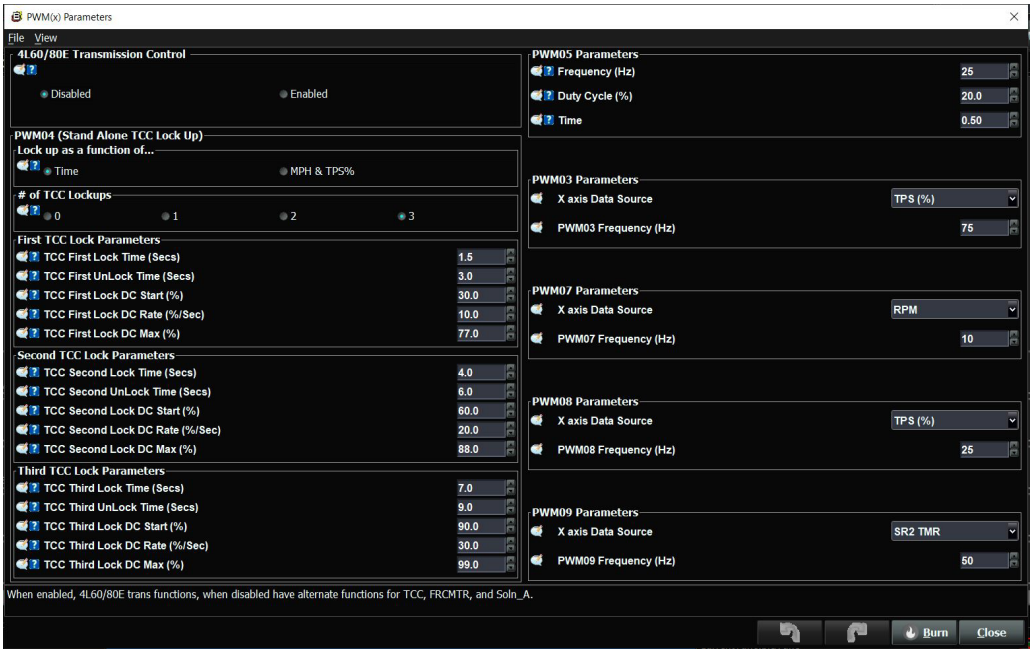
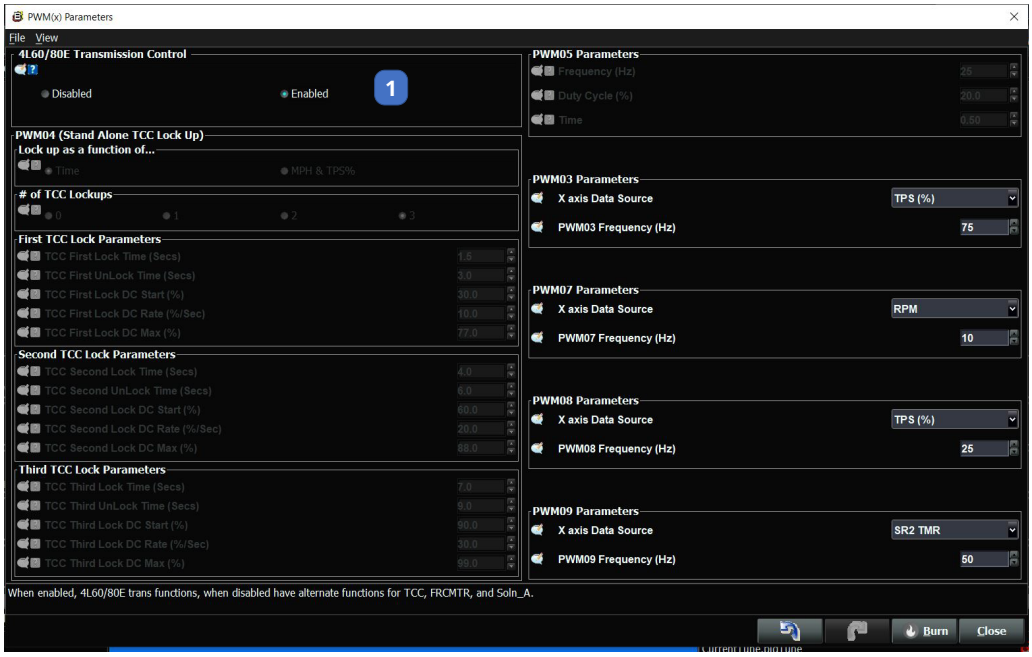
HOW TO USE THE BIGCOMM PRO CONFIGURATION & CALIBRATION TOOL BAR GENERIC PWM(X) PARAMETERS MENU AND SUBMENU

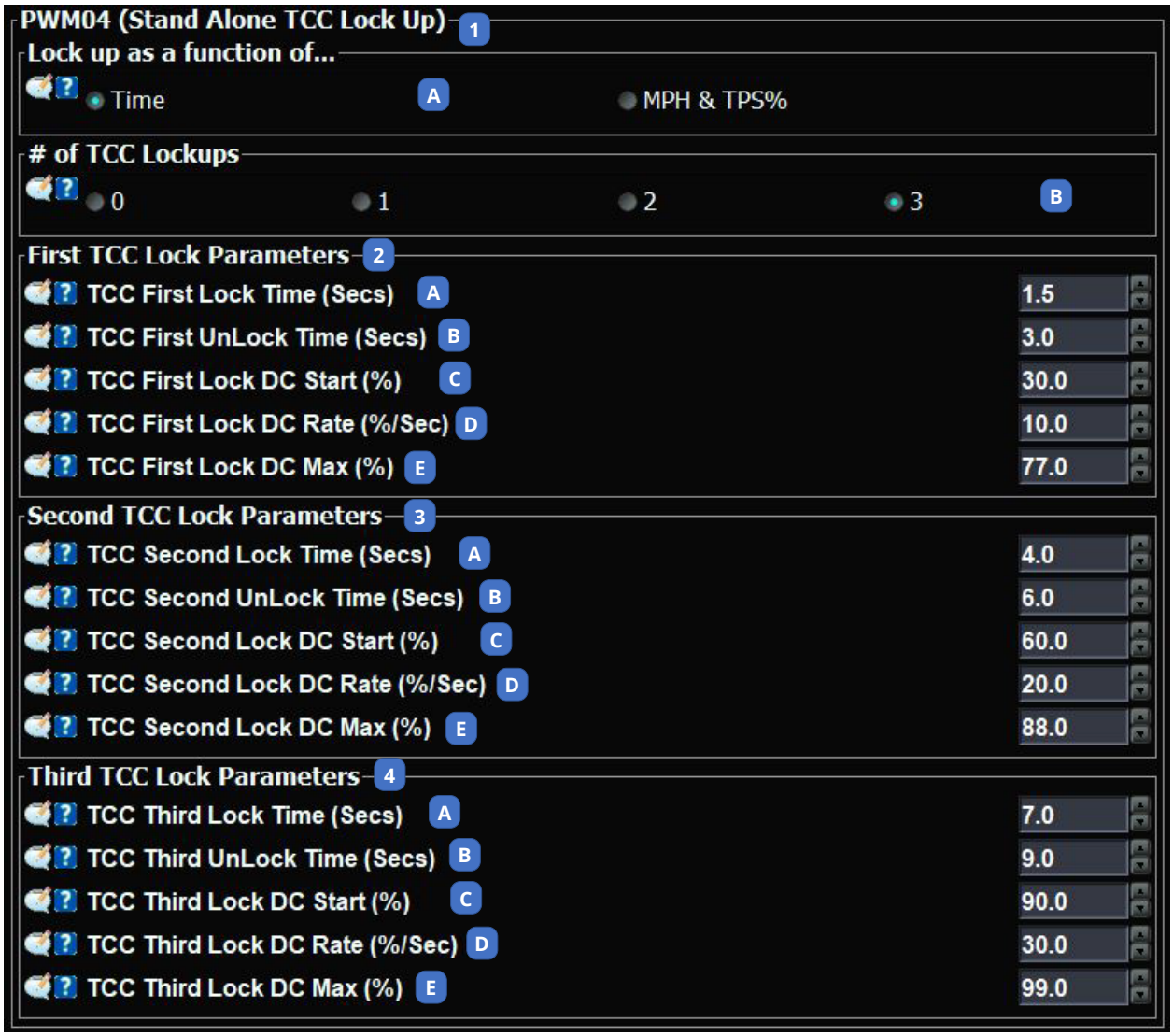
The PWM(x) parameters section contains the 4L60/80E lockup settings and PWM(x) output settings.



(1) 4L60/80E Transmission Control – If the GEN4 ECU has the transmission the option enabled, and the control enabled the PWM04 and PWM05 will be greyed out not available for use as seen below. This is because the pins required to run the transmission are in use on PWM04 and PWM05. PWM03, PWM07, PWM08, and PWM09 are still available for use.



(1) PWM04 – The PWM04 output is used for the 4l60/80E transmission or if not enabled available for standalone convertor lockup as a function of time or MPH & TPS%. MPH & TPS% intended for a 700R4 transmissions. Make sure PWM04 is selected in Pin Configuration/PWM Outputs tab in order for this output to work correctly.



(A) Lock up as a function of... - Choose either Time or MPH and TPS% for Torque Converter Clutch Control.

(B) # of TCC Lockups – The number of times the Torque Convertor Clutch (TCC) is locked and unlocked during the run.

(2) First TCC Lock Parameters – Configure the first torque converter clutch lock parameters

(A) TCC First Lock Time – The time at which first TCC lock occurs.

(B) TCC First Unlock Time – The time at which first TCC unlock occurs, this must be greater than the first TCC lock time.

(C) TCC First Lock DC Start(%) – The starting Duty Cycle percent (%DC) for the first lockup before it's ramped to the maximum %DC.

(D) TCC First Lock DC Rate(%/Sec) – Rate at which the Duty Cycle percent (%DC) the first lockup is increased in (%/Sec) until it reaches the maximum %DC.

(E) TCC 1st Lock DC Max(%) – The maximum Duty Cycle percent (%DC) for the first lockup.

(3) Second TCC Lock Parameters – Configure the second torque converter clutch lock parameters.

(A) TCC Second Lock Time – The time at which second TCC lock occurs.

(B) TCC Second Unlock Time – The time at which second TCC unlock occurs, this must be greater than the second TCC lock time.

(C) TCC Second Lock DC Start(%) – The Starting Duty Cycle percent (%DC) for the second lockup before it's ramped to the maximum %DC.

(D) TCC Second Lock DC Rate(%/Sec) – The rate at which the Duty Cycle percent (%DC) the second lockup is increased in (%/Sec) until it reaches the maximum %DC.

(E) TCC Second Lock DC Max(%) – Maximum Duty Cycle percent (%DC) for the second lockup.

(4) Third TCC Lock Parameters – Configure the second torque converter clutch lock parameters

(A) TCC Third Lock Time – The time at which third TCC lock occurs.

(B) TCC Third Unlock Time – The time at which third TCC unlock occurs, this must be greater than the third TCC lock time.

(C) TCC Third Lock DC Start(%) – The Starting Duty Cycle percent (%DC) for the third lockup before it's ramped to the maximum %DC.

(D) TCC Third Lock DC Rate(%/Sec) – The rate at which the Duty Cycle percent (%DC) the third lockup is increased in (%/Sec) until it reaches the maximum %DC.

(E) TCC Third Lock DC Max(%) – Maximum Duty Cycle percent (%DC) for the third lockup.

4. PWM05 Parameters – The PWM05 parameters cannot be used to create a custom PWM output. This output is reserved for either the 4L60/80E control or as the cars transbrake bump output. If the transmission controls are enabled these parameters will be greyed out not for use. If the transmission controls are disabled this output is available for use as the transbrake bumo output.

If the output is to be configured for the bump output you need to confirm that in the Pin Configuration section in the 

System Menu that PWM05 is enabled and ***NOT*** the FRCMTR setting. You will see that next to the PWM05 selection that the output says (HS) which stands for High Side or 12vdc output. This output is a 12VDC output and is connected at Header 2 Pin N3. You will need a solid-state relay to make this work correctly and the wiring diagram below will show you how to connect the bump wiring to the GEN4. Contact BigStuff3 for a solid-state relay if one is required for your application.

See Page

The bump input has a few internal settings which are hard coded from the factory to make it

work correctly.

They are:

A. Engine RPM must be greater than 500RPM
B. Header 2 Y2 will see a 12vdc signal on the input and will act as the bump button input
C. 4L60/80E Transmission Control is not enabled
D. In the Pin Configuration Section in the System Menu that PWM05 is enabled and NOT the FRCMTR setting.
E. A 12vdc output will come from Header 2 Pin N3 to the solid-state Relay for Transbrake solenoid control.

Every PWM output will require dialing in of the Frequency and Duty Cycle settings of the output. For use as a bump output and with most transbrake solenoids its best to start with the setting below. The frequency should stay at 25Hz and the duty cycle(%) at 20%. The Duty Cycle is what will be used to either calm the bump down or give it more so the car moves. The Time setting will pulse the PWM output for the minimum time as adjusted in this setting. If you do not want a minimum pulse enter a 0 for the Time setting.

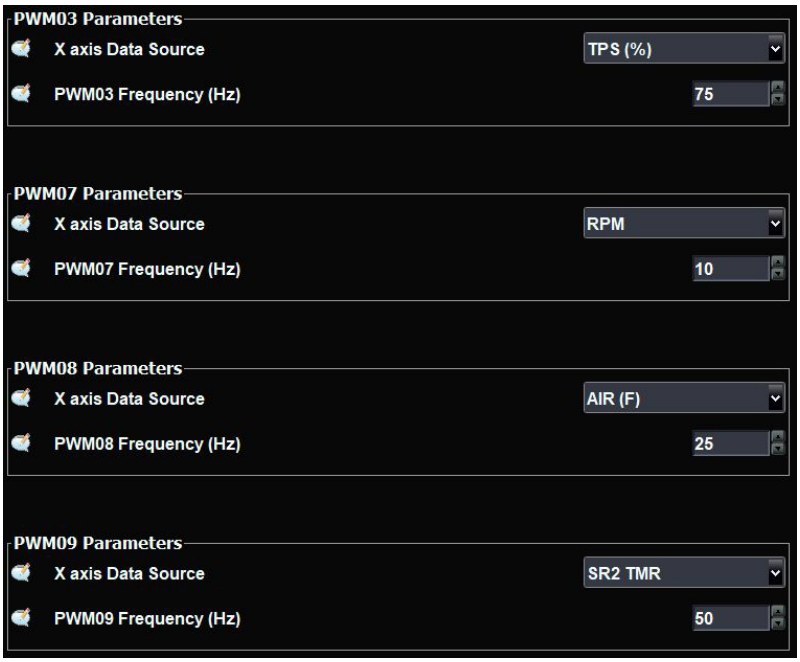
To adjust the Duty Cycle% Output Correctly:

A. If the car does not move raise the Duty Cycle(%) by 1% increments until the car moves.
B. If the car moves to much lower the Duty Cycle(%) by 1% increments until the car calms down.

For testing of this output before trying it under full load on the transbrake its advised to use a simple test light on the output to the transbrake solenoid from the solid state relay. At an idle with the engine running press the transbrake button and press the bump input. The test light should start to pulse indicating PWM is occurring. You are now ready to test it under full load to see how the car reacts. If the light turns on on the test light but there is no pulse then double check the software settings and wiring for proper connections.

5. PWM03,PWM07,PWM08 and PWM09

These PWM curves can be used based on the (X) Axis data source chosen in the PWM(X) Parameters.



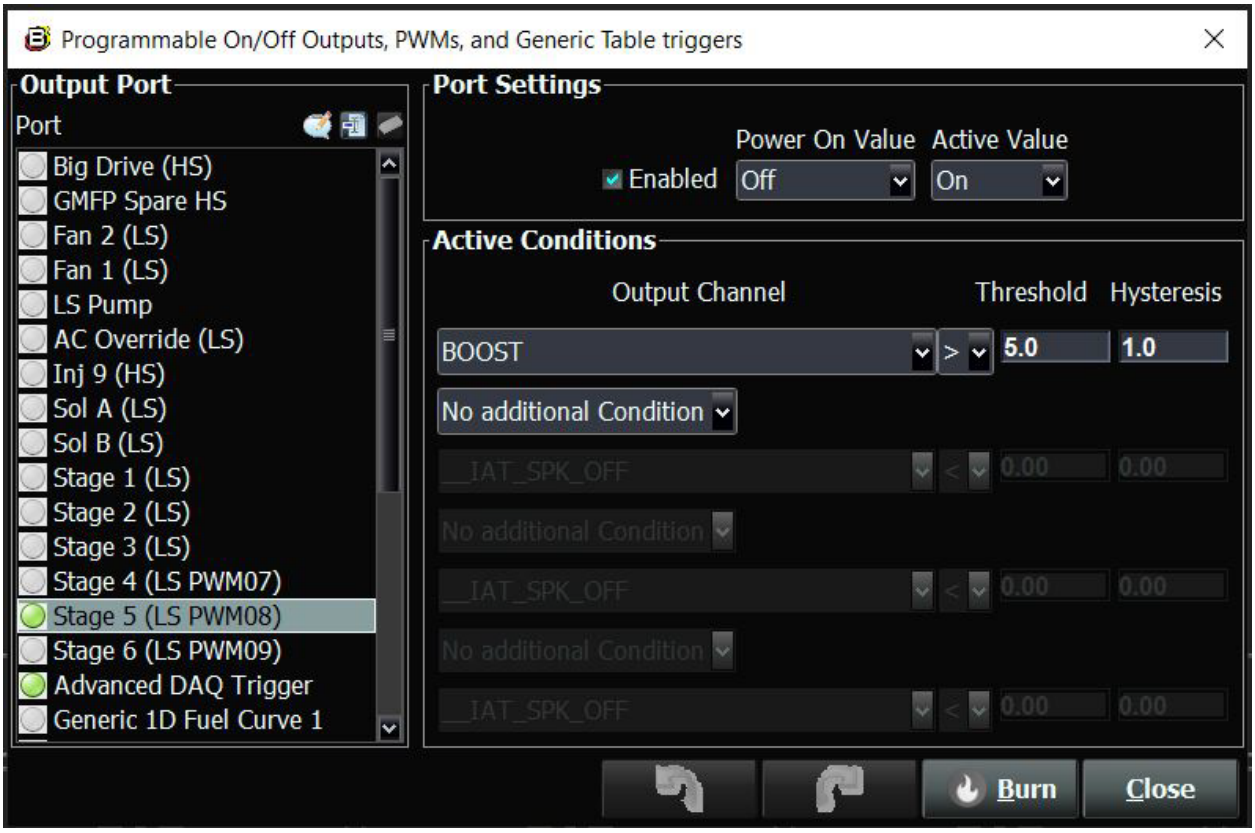
All of these PWM Curves are configured the same and we will choose PWM08 for this example. Any PWM(X) Curve must be enabled through the Generic Port Editor. See the Generic Port Editor Configuration section by clicking HERE or go to page XX. These PWM outputs must also be chosen in the Pin Configuration section in the System Menu. These outputs are all Low Side(LS) or Ground outputs to the Solid State Relay.

We will use this as an example:

Let's say we have a boosted combination and we want to drive a water methanol pump as the intake air temperature climbs under boost. To do this we will need a sold state relay to control the water methanol pump and the various water methanol plumbing and reservoir.

In order to enable the PWM08 Curve, the following criteria must be met:

A. In the Generic Port Editor PWM08 must be enabled and the following criteria:
   *Power on Value = On
   *Active Value = On
   *Active Conditions = Boost (greater than) > 5 with a hysteresis of 1
   * Ignition switch must be cycled for any Generic Port Editor settings to take effect

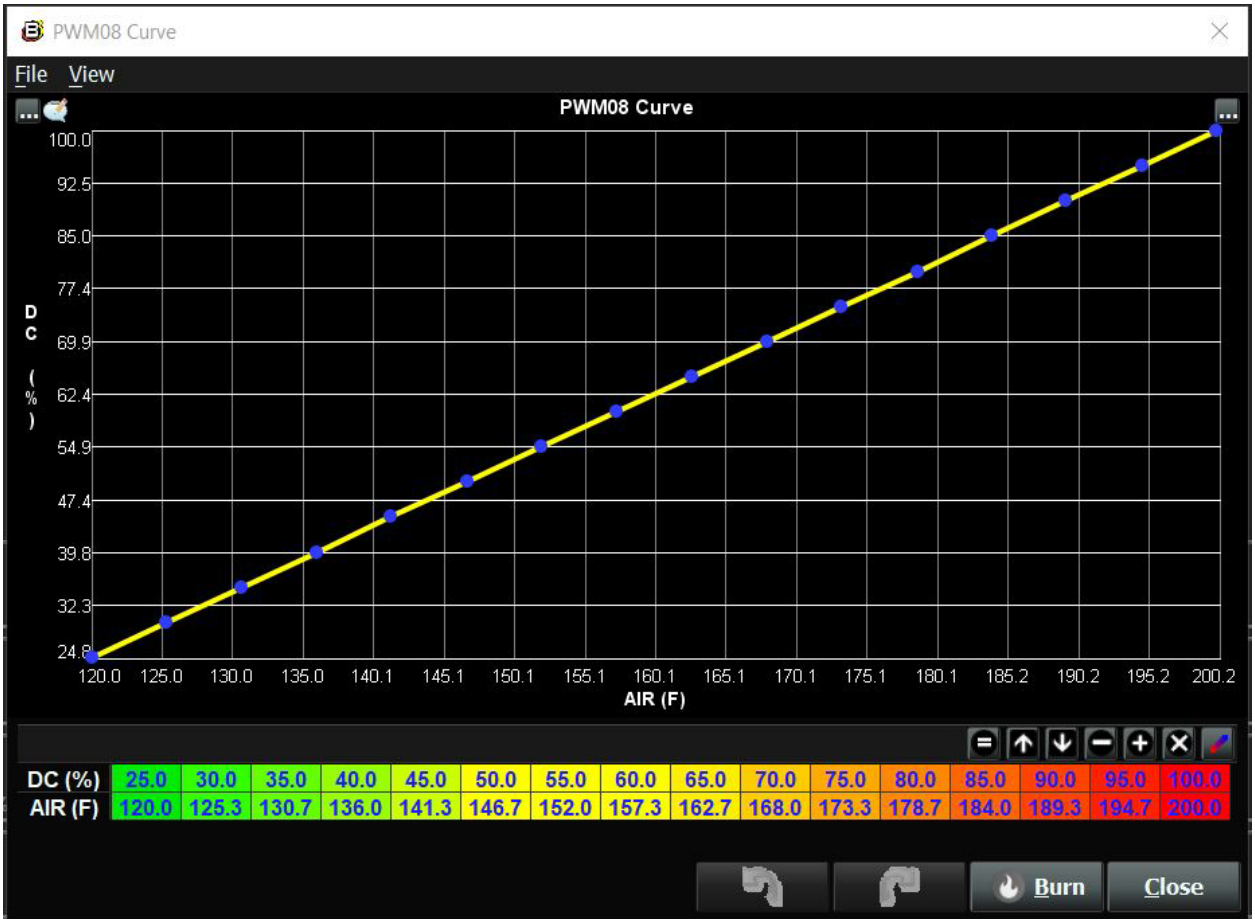


PROTIP 

If you would like to rename the output in the GPE to whatever you choose click on the Alias Icon in the middle of these icons in the Output Port Section.

Now that the Generic Port Editor is completed the PWM08 Curve needs to be configured for proper use. In this example we have the water methanol pump duty cycle starting at 25% based on a reading of 120*F and the pump is at 100% duty cycle once the intake air temperature is above 200*F. This table may need to be adjusted based on the specific needs of your combination but it's a good starting point.

In the Pin Configuration section, you can take note that Header 2 Pin L3 will be used to drive the solid state relay in this application.


PWM08 Curve
File View
PWM08 Curve
100.0
92.5
85.0
77.4
69.9
62.4
54.9
47.4
39.8
32.3
24.8
DC (%)
120.0 125.0 130.0 135.0 140.1 145.1 150.1 155.1 160.1 165.1 170.1 175.1 180.1 185.2 190.2 195.2 200.2
AIR (F)
DC (%) 25.0 30.0 35.0 40.0 45.0 50.0 55.0 60.0 65.0 70.0 75.0 80.0 85.0 90.0 95.0 100.0
AIR (F) 120.0 125.3 130.7 136.0 141.3 146.7 152.0 157.3 162.7 168.0 173.3 178.7 184.0 189.3 194.7 200.0
Burn
Close

GEN4 Tranbrake Bump Wiring Diagram

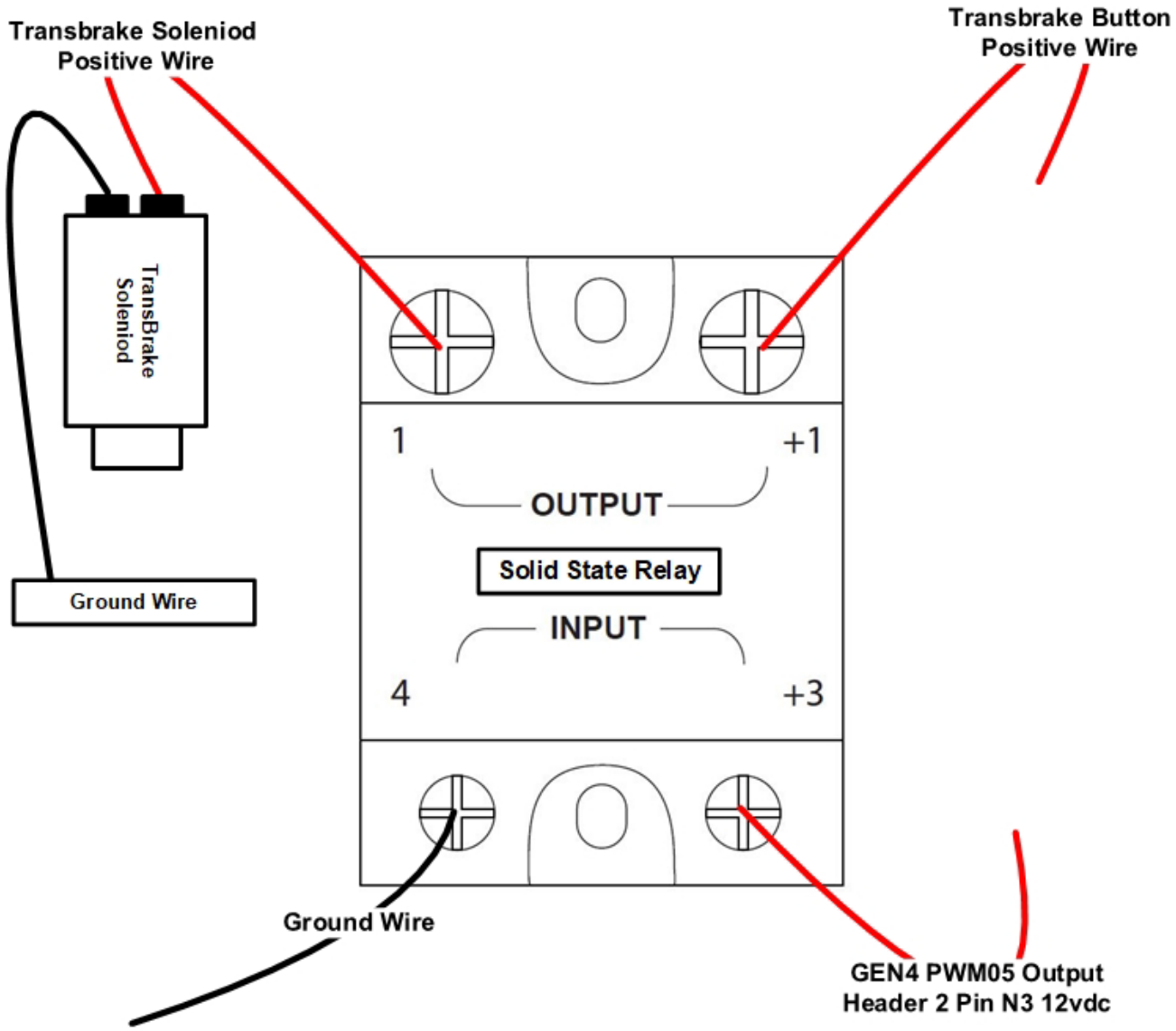
BigStuff3 GEN4 – Integrated Transbrake Bump Control - Wiring Diagram

The GEN4 ECU Transbrake controller will provide a smooth, consistent bump while on the transbrake bumping into the stage lights.

Base settings in the software should be 25hz and 20% duty cycle which is found in the Generic Menu / PWM(x) Parameters.

If the bump is found to be to harsh when being pressed, reduce the duty cycle output by 1-2% at a time to dial in the bump output.

If the bump is found to be not aggressive enough, add 1-2% to the duty cycle until the car will move at a smooth pace.



To purchase the Solid State Relay contact Bigstuff3 or go to www.Bigstuff3.com

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/afr/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.