

ECM Switch Parameters

EGR System Enable (X = Enabled)
 TCC Lock During Shift
 PRNDL Equipped
 Manual Shift Mode Option (X = Enabled)
 C.A.R.S. Option (X = Enabled)
 Abuse Mode Option (X = Enabled)
 CAT Over-Temp. Diagnostic (X = Enabled)

ECM Constants

Power Enrich Enable MAP
 Power Enrich Mode Delay Bypass RPM
 Power Enrich Enable Hot/Cold Table Thresh
 Power Enrich Enable MAP Hysteresis
 Power Enrich Correction Step Size
 Power Enrich Correction Apply Rate
 Power Enrich Correction Remove Rate
 Maximum Allowable Enrichment
 Cylinder Volume
 Stoichiometric AFR
 Maximum Transmission Line Pressure
 Maximum Allowable Torque
 Torque Step Size for Table Lookup
 Maximum TCC Pressure
 C.A.R.S. Enable Coolant Temp. Threshold
 C.A.R.S. Disable % TPS Threshold
 C.A.R.S. Disable Vehicle Speed Threshold
 C.A.R.S. Enable Vehicle Speed Threshold
 C.A.R.S. Enable MAP Threshold
 C.A.R.S. Disable MAP Threshold
 Shift Light Enable RPM
 First Stage Fan On Coolant Temp.
 First Stage Fan Off Coolant Temp.
 Second Stage Fan On Coolant Temp.
 Second Stage Fan Off Coolant Temp.
 Fan Type (0=2 Fans, 1=Aux Fan, 2=None)
 Elect Throttle Control Speed Limit 1
 Speed Limiter
 Speed Limiter Hysteresis
 Fuel Cutoff RPM in P/N
 Fuel Resume RPM in P/N
 Fuel Cutoff RPM - Bad Vss
 Fuel Resume RPM - Bad Vss
 Speedometer Input Pulses Per Revolution
 Speed Pulses Per Mile
 Speedometer Input Per Mile
 Final Drive Ratio
 Abuse Mode Test Enable RPM
 Abuse Mode Test Disable MPH
 Abuse Mode Enable %TPS Threshold
 Abuse Mode Enable RPM
 Abuse Mode Enable Speed
 VATS (0=Serial, 1=PWM, 2=None)
 A/C Disable RPM
 A/C Enable RPM
 A/C Disable %TPS
 A/C Enable %TPS
 Elect. Throttle Control Speed Limit 2
 Abuse Mode Test Disable RPM
 Fan 1 Run-on Coolant Temp.
 Fan 1 Keyoff On Time
 EGR Diagnostic Enable Speed
 EGR Diagnostic Disable Speed
 MAF Sensor Fail Frequency Limit
 TPS Sensor Diagnostic Max MAP
 TPS Sensor Diagnostic Min MAP
 Misfire Detections Enable Coolant Temp.
 Misfire Detections Disable Coolant Temp.
 Misfire Detections Low RPM Threshold
 Misfire Detections High RPM Threshold
 Transmission Slip Diag. Disable Temp.
 Transmission Slip Diag. Enable Temp.
 TCC Slip Test Fail Slip RPM High
 TCC Slip Test Fail Slip RPM Low
 TCC Slip Test Normal Slip RPM High
 TCC Slip Test Normal Slip RPM Low
 Knock Learn Enable Minimum MAP Threshold
 Knock Learn Enable Maximum RPM Threshold
 Knock Learn Enable Minimum RPM Threshold
 Knock Learn Enable Min Cool Temp Thresh
 Knock Learn Enable Minimum IAT Threshold
 Total Knock Retard
 IAC Reset Park Position
 Air Pump Disable Coolant Temp.

Tables

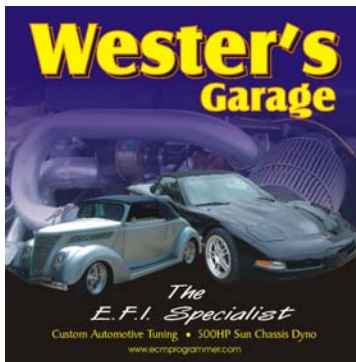
Spark Adv vs. Load vs. RPM, Open Throt, Low Oct
 Spark Adv vs. Load vs. RPM, Open Throt, High Oct
 Maximum Knock Retard vs. RPM in Power Enrich
 Max Allowable Spark Retard vs. RPM
 IAT Spark Advance Correction vs. IAT vs. Load
 Cool Comp Spark Advance vs. Load vs. Cool Temp

AFR Spark Advance Correction vs. RPM vs. AFR
 EGR Spark Advance Correction vs. Load vs. RPM
 Base Spark vs. Load vs. RPM, Cld Throt, Drive
 Base Spark vs. Load vs. RPM, Cld Throt, P/N
 Maximum Allowable Spark Adv. vs. Load vs. RPM
 Knock Fast Attack Gain vs. Coolant Temp
 Knock Fast Attack Gain vs. Baro
 Knock Fast Attack Rate vs. RPM
 Maximum Knock Retard vs. MAP (Not in P.E.)
 Knock Fast Recovery Rate vs. RPM
 Burst Knock Enable Delta Mass Air Thresh. vs. RPM
 Burst Knock Retard vs. RPM
 Tip-in Maximum Knock Retard vs. RPM
 Traction Control Spark Retard vs. RPM
 Traction Control Aggressive Spark Retard vs. RPM
 Ignition Firing Order for Misfire Detection
 Traction Control Spark Retard vs. % Torque Reduct.
 Main Volumetric Efficiency vs. RPM vs. MAP
 Crank Volumetric Efficiency vs. MAP vs. RPM
 Power Enrich Fuel Multiplier vs. RPM
 Hot Power Enrich Enable % TPS vs. RPM
 Cold Power Enrich Enable % TPS vs. RPM
 Power Enrich Fuel Correction vs. Coolant Temp.
 Power Enrich Fuel Correction vs. IAT
 Injector Offset vs. Battery Voltage vs. MAP
 Long Term Fuel Trim RPM Cell Boundaries
 Long Term Fuel Trim MAP Cell Boundaries
 Injector Flow Rate vs. MAP
 Open Loop Fuel/Air Ratio vs. Coolant Temp. vs. MAP
 Closed Loop Enable Coolant Temp Threshold vs. IAT
 Fuel Pressure Correction Factor vs. Battery Volt.
 MAF Sensor Air Flow vs. Output Frequency
 Calculated Air Flow (gm/sec/cyl) vs. %TPS vs. RPM
 Rich/Lean 0° Volts Thresh vs. Air Flow Mode vs. Bank
 Air Flow Mode vs. Mass Air Flow
 Normal Mode WOT Shift Speed vs. Shift
 Performance Mode WOT Shift Speed vs. Shift
 Hot Mode WOT Shift Speed vs. Shift
 Normal Mode Shift Speed vs. %TPS vs. Shift
 Performance Mode Shift Speed vs. %TPS vs. Shift
 Cruise Mode Shift Speed vs. %TPS vs. Shift
 Hot Mode Shift Speed vs. %TPS vs. Shift
 Normal Mode WOT Upshift RPM vs. Shift
 Performance Mode WOT Upshift RPM vs. Shift
 Hot Mode WOT Upshift RPM vs. Shift
 Normal Mode Desired Shift Time vs. Torque vs. Shift
 Perf. Mode Desired Shift Time vs. Torque vs. Shift
 Normal % Torque Reduction vs. Torque vs. Shift
 Perf. % Torque Reduction vs. Torque vs. Shift
 Normal Base Shift Pressure vs. Torque vs. Shift
 Perf. Base Shift Pressure vs. Torque vs. Shift
 Brake Shift Pressure (psi) vs. Torque vs. Gear
 Pos. Force Motor Current vs. Line Press. vs. Temp.
 Normal Mode TCC Apply Speed vs. %TPS vs. Gear
 Normal Mode TCC Release Speed vs. %TPS vs. Gear
 Normal TCC Release %TPS Thresh. vs. Gear vs. Speed
 Perf. Mode TCC Apply Speed vs. %TPS vs. Gear
 Perf. TCC Release Speed vs. %TPS vs. Gear
 Perf. TCC Release %TPS vs. Gear vs. Speed
 Cruise Mode TCC Apply Speed vs. %TPS vs. Gear
 Cruise Mode TCC Release Speed vs. %TPS vs. Gear
 Cruise TCC Release %TPS vs. Gear vs. Speed
 Hot Mode TCC Apply Speed vs. %TPS vs. Gear
 Hot Mode TCC Release Speed vs. %TPS vs. Gear
 Max. TCC %D. C. vs. Line Pressure vs. Trans. Temp.
 Min. TCC %D. C. vs. Line Pressure vs. Trans. Temp.
 TCC On Mode Pressure Ramp Rate vs. Delta RPM
 TCC Pressure vs. Line Pressure
 CAT Overtemp Fuel Enrichment vs. Over-Temp.
 Duration of Abuse Mode vs. Transmission Temp.
 Abuse Mode % Torque Reduction vs. RPM
 Fuel Cutoff/Resume RPM vs. Coolant Temp.
 Fuel Cutoff/Resume RPM vs. Gear
 RPM Fuel Cutoff Delay vs. Coolant Temp.
 Max Engine Torque vs. RPM vs. Gear
 Electronic Throttle Control RPM Limit vs. Gear
 Target Idle RPM vs. Coolant Temp.
 IAC Park Position Air Flow vs. IAT
 Throttle Follower Air Flow Decay vs. MPH (In P/N)
 Throttle Follower Delay vs. MPH (In P/N)
 Throttle Follower Decay vs. MPH vs. Gear
 Idle Air Flow vs. Coolant Temp vs. Gear
 Max Airflow Error vs. Calc. Airflow for P0101
 Misfire Max Delta Time - At Idle - Cyl Mode
 Misfire Max Delta Time - Low RPM - Cyl Mode
 Misfire Max Delta Time - Mid RPM - Cyl Mode
 Misfire Max Delta Time - High RPM - Cyl Mode
 Misfire Max Delta Time - Low RPM - Rev Mode
 Misfire Max Delta Time - Mid RPM - Rev Mode
 Misfire Max Delta Time - High RPM - Rev Mode

The Performance Chip Story....

A long time ago, the EPA said to the Big Three, "You've gotta make vehicles more fuel efficient." So, instead of failure prone mechanical carburetion, fuel injection systems with exhaust emissions feedback were born. Every electronic fuel injected vehicle on the road today has an electronic brain (computer) that controls the amount of fuel an engine uses, the amount of spark timing allowed, and when or when not to allow the transmission to shift. Our performance chips are rewritten so that you're vehicle performs the way it should.

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The Chips that Work

