SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

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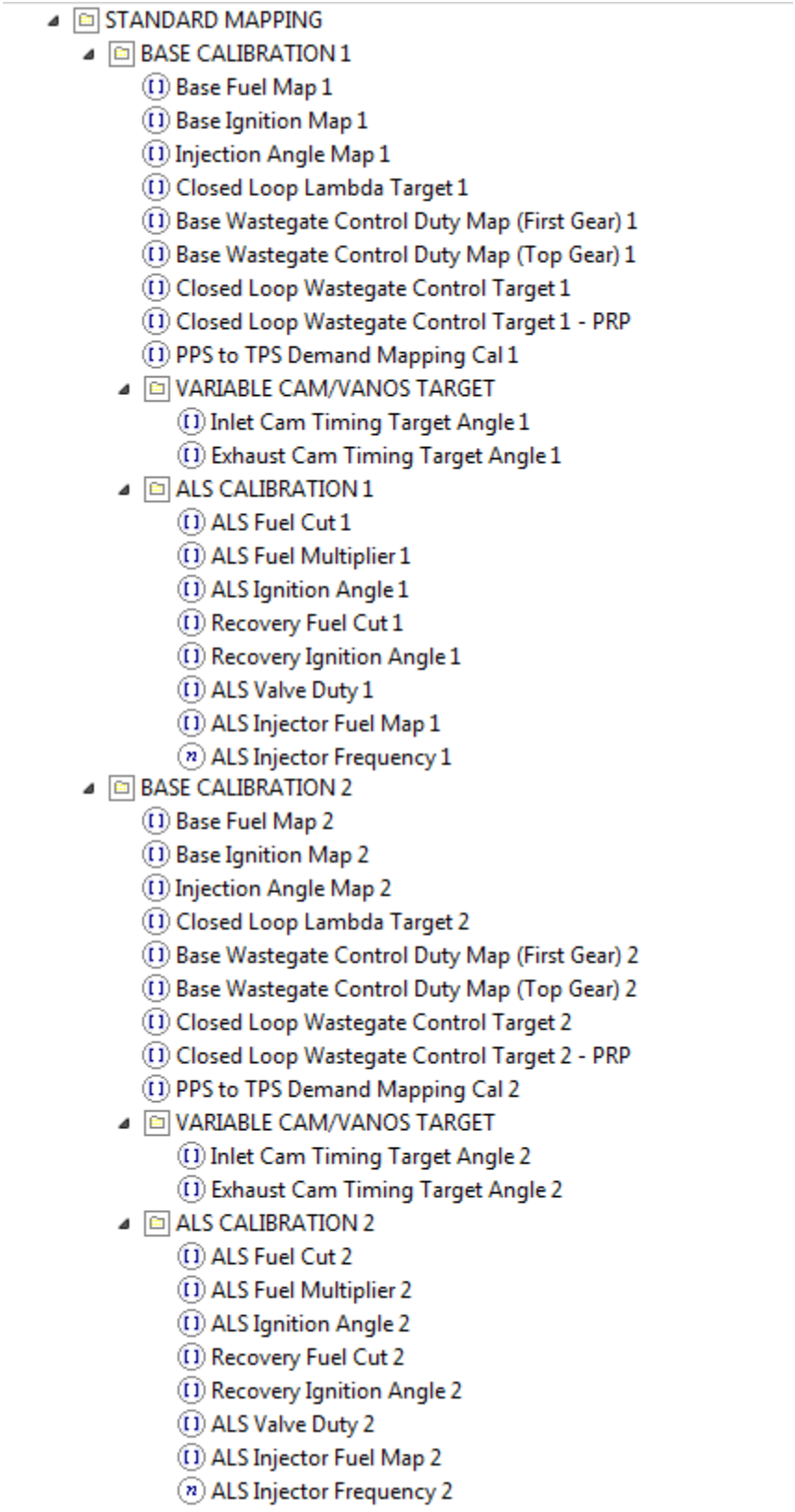

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

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- BASE CALIBRATION 3
  - Base Fuel Map 3
  - Base Ignition Map 3
  - Injection Angle Map 3
  - Closed Loop Lambda Target 3
  - Base Wastegate Control Duty Map (First Gear) 3
  - Base Wastegate Control Duty Map (Top Gear) 3
  - Closed Loop Wastegate Control Target 3
  - Closed Loop Wastegate Control Target 3 - PRP
  - PPS to TPS Demand Mapping Cal 3
  - VARIABLE CAM/VANOS TARGET
    - Inlet Cam Timing Target Angle 3
    - Exhaust Cam Timing Target Angle 3
  - ALS CALIBRATION 3
    - ALS Fuel Cut 3
    - ALS Fuel Multiplier 3
    - ALS Ignition Angle 3
    - Recovery Fuel Cut 3
    - Recovery Ignition Angle 3
    - ALS Valve Duty 3
    - ALS Injector Fuel Map 3
    - ALS Injector Frequency 3

- BASE CALIBRATION 4
  - Base Fuel Map 4
  - Base Ignition Map 4
  - Injection Angle Map 4
  - Closed Loop Lambda Target 4
  - Base Wastegate Control Duty Map (First Gear) 4
  - Base Wastegate Control Duty Map (Top Gear) 4
  - Closed Loop Wastegate Control Target 4
  - Closed Loop Wastegate Control Target 4 - PRP
  - PPS to TPS Demand Mapping Cal 4
  - VARIABLE CAM/VANOS TARGET
    - Inlet Cam Timing Target Angle 4
    - Exhaust Cam Timing Target Angle 4
  - ALS CALIBRATION 4
    - ALS Fuel Cut 4
    - ALS Fuel Multiplier 4
    - ALS Ignition Angle 4
    - Recovery Fuel Cut 4
    - Recovery Ignition Angle 4
    - ALS Valve Duty 4
    - ALS Injector Fuel Map 4
    - ALS Injector Frequency 4

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

(All Parameters Start Page 134)

- FUEL CORRECTIONS
  - Injection Angle Control Method
  - Injection Angle Rate Of Change
  - Base Cal Select Enable
  - MULTIPLIERS
    - THROTTLE MULTIPLIERS
      - Throttle Multiplier
      - Enable Fuel Map Throttle Multimaps
      - Throttle Multimap Multiplier 1
      - Throttle Multimap Multiplier 2
      - Throttle Multimap Multiplier 3
      - Throttle Multimap Multiplier 4
      - Throttle Multimap Multiplier 5
      - Throttle Multimap Multiplier 6
    - ENGINE COOLANT MULTIPLIERS
      - SINGLE CALIBRATION
        - Engine Coolant Temperature Multiplier
      - Air Charge Temperature Multiplier
      - Ambient Air Temperature Multiplier
      - Atmospheric Pressure Multiplier
      - Engine Oil Pressure Multiplier
      - Engine Oil Temperature Multiplier
      - Exhaust Temperature Correction
      - Fuel Pressure Multiplier
      - Fuel Temperature Multiplier
      - Global Fuel Multiplier
      - 360 Sync Multiplier

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

(All Parameters Start Page 134)

- ADDERS
  - Battery Adder
- CLOSED LOOP LAMBDA
  - Closed Loop Lambda Update Rate
  - Lambda Correction Minimum
  - Lambda Correction Maximum
  - Closed Loop Lambda Target Exhaust Temperature Correction
  - Closed Loop Lambda Target Multiplier f(ECT)
  - ENABLE/DISABLE
    - Closed Loop Lambda Enable
    - Closed Loop Enable Lambda Minimum
    - Closed Loop Enable Lambda Maximum
  - PID PARAMETERS
    - SIMPLE LAMBDA
    - Closed Loop Lambda Proportional Gain
    - Closed Loop Lambda Integral Gain
    - Integral Total Minimum
    - Integral Total Maximum
  - DISABLE TIMERS
    - Closed Loop Disable Time Sensor Warmup
    - Closed Loop Disable Time Starting
    - Closed Loop Disable Time During Fuel Cut
    - Closed Loop Disable Time During Transient
    - Closed Loop Disable Time During Gear Shift
  - CATALYST ADJUSTMENT
    - Lambda Target Adjust disable f(RPM)
    - Lambda Target Adjust enable f(RPM)
    - Lambda Target Adjust disable f(TPS)
    - Lambda Target Adjust enable f(TPS)
    - Lambda Target Adjustment
- OVERRUN FUELING
  - Overrun Fuel Cut Off Cal 1
  - Overrun Fuel Reinstate Cal 1
  - Overrun Fuel Cut Off Cal 2
  - Overrun Fuel Reinstate Cal 2
  - Overrun Fuel Cut Off Cal 3
  - Overrun Fuel Reinstate Cal 3
  - Overrun Fuel Cut Off Cal 4
  - Overrun Fuel Reinstate Cal 4
- FUELLING DURING STARTING
  - Injection Start Angle in Crank
  - SINGLE CALIBRATIONS
    - Preliminary Injection
    - Base Fuel in Crank
    - Cranking Multiplier

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

(All Parameters Start Page 134)

- BANKED INJECTION
  - SECONDARY INJECTOR LEAN LIMIT
    - Secondary Injector Lean Limit Function Enable
    - Secondary Injector Lean Limit Minimum Lambda
    - Secondary Injector Lean Limit Minimum Throttle Angle
    - Secondary Injector Lean Limit Minimum Engine Speed
    - Secondary Injector Lean Limit Minimum Lambda Correction
    - Secondary Injector Lean Limit Error Time
  - Enable Banked Injection
  - Injector Bank Split
  - Injector Bank Split Rate Of Change
  - Secondary Injector Bank Scale
  - Secondary Injector Bank Switch On Time
  - Secondary Injector Bank Switch Off Time
  - Primary Bank Switch Off Time
  - Switch-over Multiplier
  - Switch-over Decay Multiplier

- TRANSIENT FUEL CORRECTION
  - Maximum Engine Speed
  - Start Cylinder Count Before TFC
  - Enable Time Based Transients
  - Maximum Throttle Angle
  - Minimum Delta Throttle
  - Accel Positive Gain
  - Accel Positive Decay
  - Accel Positive Clamp
  - Accel Negative Gain
  - Accel Negative Decay
  - Accel Negative Clamp
- INDIVIDUAL CYLINDER TRIM
  - Enable Cylinder Fuel Trim
  - Cylinder 1
  - Cylinder 2
  - Cylinder 3
  - Cylinder 4
  - Cylinder 5
  - Cylinder 6
  - Cylinder 7
  - Cylinder 8
  - Cylinder 9
  - Cylinder 10
  - Cylinder 11
  - Cylinder 12

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

(All Parameters Start Page 134)

- IGNITION CORRECTIONS
  - Secondary Load Ignition Adder
  - Water Temperature Adder
  - Air Temperature Adder
  - Air Density Adder
  - Ambient Air Temperature Adder
  - Oil Temperature Adder
  - Atmospheric Pressure Adder
  - Ignition Correction for Wastegate Error
  - Global Ignition Adder
  - Ignition Advance Rate
  - COIL CHARGE TIME
    - Coil Charge Time
    - Coil Charge Time Load Adder
    - Coil Charge Time Maximum
    - Minimum Spark Time
    - Distributor Enable
  - IGNITION DURING STARTING
    - IGNITION ANGLE DURING CRANKING
      - Ignition Angle in Crank 1
      - Ignition Angle in Crank 2
      - Ignition Angle in Crank 3
      - Ignition Angle in Crank 4
    - Coil Charge Time Adder in Crank
  - TRANSIENT IGNITION
    - Enable Accel Ignition
    - Throttle Threshold
    - Transient Retard
    - Transient Ignition Advance Rate
  - INDIVIDUAL CYLINDER TRIM
    - Enable Cylinder Ignition Trim
    - Cylinder 1
    - Cylinder 2
    - Cylinder 3
    - Cylinder 4
    - Cylinder 5
    - Cylinder 6
    - Cylinder 7
    - Cylinder 8
    - Cylinder 9
    - Cylinder 10
    - Cylinder 11
    - Cylinder 12

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

(All Parameters Start Page 134)

- ENGINE SPEED LIMITER
  - Maximum Rev Limit f(ECT)
  - Maximum Rev Limit f(EOT)
  - Rev Limit Engine Speed Source
  - Rev Limit Torque Reduction Per Gear
  - Rev Limit Rpm Cell Width
  - Rev Cut Spike Window
  - IGNITION RETARD AT LIMIT
    - Ignition Retard at Limit
    - Ignition Retard at Limit Mode
    - Ignition Retard at Limit Advance Rate
    - Ignition Retard at Limit Cell Width
  - CYLINDER CUT PATTERN
    - Cylinder Cut Sequence Reset
  - HARD REV CUT
    - Rev Cut
    - Rev Cut Reinstate
    - Rev Cut Mode
  - BASE CAL SOFT REV LIMITS
    - Rev Limit 1
    - Rev Limit 2
    - Rev Limit 3
    - Rev Limit 4
  - OIL LEVEL CHECK REV LIMIT
    - Oil Level Check Engine Speed Limit
    - Oil Level Check Rev Limit Torque Reduction

- WASTEGATE CONTROL
  - Wastegate Gear Based Duty Ratio
  - Wastegate Control Demand Mode
  - Base Wastegate Control Valve Duty Correction f(ACT)
  - Base Wastegate Control Valve Duty Correction f(AAT)
  - Base Wastegate Control Valve Duty Correction f(ECT)
  - Base Wastegate Control Valve Duty Correction f(EOT)
  - Base Wastegate Control Valve Duty Correction f(BAP)
  - Base Wastegate Control Valve Duty Correction f(BPOT)
  - Base Wastegate Control Valve Duty Adder
  - Global Wastegate Control Valve Duty Correction
  - Wastegate Control Valve On f(TPS)
  - Wastegate Control Valve Off f(TPS)
  - Wastegate Control Valve Duty Minimum
  - Wastegate Control Valve Duty Maximum
  - Wastegate Control Valve Frequency
  - Wastegate Control Valve Configuration
  - Wastegate Duty Transfer Function
  - Wastegate Antiphase Duty Transfer Function
  - Enable Time Based Wastegate Control

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

(All Parameters Start Page 134)

- GEAR CHANGE WASTEGATE CONTROL
  - Gear Change Wastegate Control Duty
  - Gear Change Wastegate Control Time
  - LEGACY GEAR CHANGE
    - Gear Change Wastegate Control Duty
    - Gear Change Wastegate Control Time
- CLOSED LOOP WASTEGATE CONTROL
  - Closed Loop Wastegate Control Enable
  - Closed Loop Wastegate Control Target Type
  - Closed Loop Wastegate Target Maximum Rate of Change
  - Closed Loop Wastegate Control Throttle Angle Enable
  - Closed Loop Wastegate Control Target Correction f(ACT)
  - Closed Loop Wastegate Control Target Correction f(ECT)
  - Closed Loop Wastegate Control Target Correction f(EOT)
  - Closed Loop Wastegate Control Target Correction f(BAP)
  - Closed Loop Wastegate Control Target Correction f(AAT)
  - Closed Loop Wastegate Control Target Correction f(BPOT)
  - Closed Loop Wastegate Control Target Correction f(TORQUE error)
  - INTEGRAL TERM
    - Closed Loop Wastegate Control Integrator Gain (Positive Error)
    - Closed Loop Wastegate Control Integrator Gain (Negative Error)
    - Maximum Integrator (Positive Error)
    - Maximum Integrator (Negative Error)
  - PROPORTIONAL TERM
    - Closed Loop Wastegate Control Proportional Gain (Positive Error)
    - Closed Loop Wastegate Control Proportional Gain (Negative Error)
    - DERIVATIVE TERM - PRP
      - Closed Loop Wastegate Control Derivative Gain - PRP
      - Closed Loop Wastegate Control Derivative Decay Positive - PRP
      - Closed Loop Wastegate Control Derivative Decay Negative - PRP
- BOOST LIMITS
  - Boost Limit
  - Boost Limit Torque Reduction
- STEPPER MOTOR CONTROL
  - Stepper Rest Position
  - Stepper Allow Turn Off

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

(All Parameters Start Page 134)

- ANTI-LAG SYSTEM
  - Enable ALS Control Without Valve
  - ALS Valve Frequency
  - ALS Recovery Map Enable
  - ALS Valve Shutdown Delay
  - ALS End Angle
  - ALS Damping
  - ALS Fuel Mode
  - ALS Gear Downshift Blipper
  - ALS Switch Type
  - ALS State from Calibration Pot
  - ALS Disable Cal Pot Position
  - INJECTOR CONTROL
    - ALS Fuelling Method
    - ALS Post Compressor Pressure Target
    - ALS Closed Loop Fuel Multiplier
    - ALS Wastegate Duty
  - AIR TEMPERATURE CONTROL
    - ALS ACT Disable
    - ALS ACT Disable Filter
    - ALS ACT Enable
    - ALS ACT Check Disable Switch On
  - ENGINE COOLANT TEMPERATURE CONTROL
    - ALS ECT Disable Minimum
    - ALS ECT Disable Maximum
    - ALS ECT Disable Hysteresis
  - EXHAUST TEMPERATURE CONTROL
    - FUEL AND IGNITION CORRECTION
      - ALS EGT Fuel Cut Correction
      - ALS EGT Ignition Angle Correction
      - ALS EGT Throttle Angle Disable
      - ALS EGT Throttle Angle Enable
    - ALS EGT Disable
    - ALS EGT Disable Filter
    - ALS EGT Enable
  - THROTTLE PEDAL CONTROL
    - ALS PPS Disable
    - ALS PPS Disable Filter
    - ALS PPS Enable
  - ALS IDLE SPEED CONTROL
    - ALS Idle Duty Base
    - ALS Idle Battery Adder
    - ALS Idle Duty In Crank
    - ALS Idle Duty Minimum
    - ALS Idle Duty Maximum

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

(All Parameters Start Page 134)

- FLY-BY-WIRE
  - ALS TPS Demand Minimum
  - ALS Closed Loop Idle Override Enabled
  - STARTUP BLIP
    - ALS Startup FBW Blip Enable
    - ALS Startup FBW Blip Adder
    - ALS Startup FBW Blip Time
    - ALS Startup FBW Blip Ramp-out Rate
    - ALS Startup FBW Blip TPS Threshold
    - ALS Startup FBW Blip RPM Threshold
    - ALS Startup FBW Blip Car Speed Threshold
- VARIABLE CAM TIMING
  - Base Variable Cam Inlet Timing Duty Map
  - Base Variable Cam Exhaust Timing Duty Map
  - Variable Cam Inlet Transfer Function
  - Variable Cam Exhaust Transfer Function
  - Variable Cam Inlet Battery Voltage Multiplier
  - Variable Cam Exhaust Battery Voltage Multiplier
  - CLOSED LOOP PARAMETERS
    - Closed Loop Variable Cam Timing Enable
    - Closed Loop Variable Cam Timing Engine Speed Enable
    - Closed Loop Variable Cam Timing Engine Speed Disable
    - INLET CAM PROPORTIONAL AND INTEGRAL TERMS
      - Variable Cam Inlet Timing Proportional Gain
      - Variable Cam Inlet Timing Proportional Gain Multiplier f(ECT)
      - Variable Cam Inlet Timing Integral Gain
      - Variable Cam Inlet Integral Reset
      - Variable Cam Exhaust Integral Reset
    - Variable Cam Timing Integral Maximum
    - Variable Cam Timing Integral Minimum
    - Cam Target Rate of Change Limit
    - Cam Target Rate of Change Enable
    - Gear Change Mask Offset Time
    - Gear Change Mask Enable
  - OPEN LOOP PARAMETERS
    - Open Loop Engine Speed Switch Point
    - Variable Cam Open Loop Duty High
    - Variable Cam Open Loop Duty Low
    - DEFAULT CAM ANGLE REPORTING
      - Variable Cam Timing Angle Update Engine Speed Disable
      - Variable Cam Timing Angle Update Hysteresis
      - Variable Cam Timing Inlet Default Angle
      - Variable Cam Timing Exhaust Default Angle

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

(All Parameters Start Page 134)

- CAM INPUT PHASE CORRECTION
  - Vcam Phase Offset Type
  - User Defined Phase Offset
- FREQUENCY BASED VARIABLE CAM CONTROL
  - Frequency Based Variable Inlet Cam Enable
  - Frequency Based Variable Inlet Cam Duty Positive
- TRACTION CONTROL
  - User Rev Limit
  - Slip Control Enable
  - Slip Calculation Mode Threshold
  - Minimum Vehicle Speed for Distance Multiplier
  - BRAKING MODE
    - Slip Control Braking Mode Pressure Threshold
    - Slip Control Braking Mode Pressure Hysteresis
  - DERIVED WHEEL SPEED
    - Enable Derived Wheel Speed
    - Derived Wheel Speed Maximum Rate of Change f(Gear Position)
  - DIFFERENCE-BASED
    - Base Goal Slip Difference
    - Goal Slip Gear Correction
    - Goal Slip User Correction
  - PERCENTAGE-BASED
    - Base Goal Slip Percentage
    - Goal Slip Gear Multiplier
    - Goal Slip User Multiplier
    - Slip Control Derivative Multiplier
    - Slip Derivative Period
    - Goal Slip Lap Distance Multiplier
  - Slip Control Gain
  - Slip Control Scale
  - Slip Lean Angle Multiplier
  - Slip Derivative Engine Speed Multiplier
  - Slip Control Clamp
  - Slip Control Throttle Demand
  - Slip Control Steering Demand
  - Slip Control Vertical Acceleration Source
  - Slip Control Vertical Acceleration Demand
  - Slip Control X_DAMPER Demand
  - Slip Control Lap Distance Demand
  - Slip Control User Demand
  - Torque Decay Rate

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

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- ANTI WHEELIE
  - Anti Wheelie Enable
  - Base Torque Reduction
  - Lean Angle Torque Multiplier
  - Vehicle Speed Torque Multiplier
  - Engine Speed Torque Multiplier
  - Gear Position Torque Multiplier
  - Lap Distance Torque Multiplier
  - Torque Decay Rate
- DRIVETRAIN BACKLASH
  - Drivetrain Backlash Strategy Enable
  - Drivetrain Ratios
  - Drivetrain Backlash Front Brake Pressure Threshold
  - Drivetrain Backlash Vehicle Speed Threshold
  - Drivetrain Backlash Failure Timer
  - Drivetrain Backlash Recovery Timer
  - Drivetrain Backlash Ratio Threshold
  - Drivetrain Backlash Torque Reduction
- TORQUE TRANSFER FUNCTIONS
  - Cylinder Cut
  - Ignition Retard
  - Injection Multiplier
  - Lambda Target Reduction

- ENGINE BRAKING CONTROL
  - EBC Enable
  - EBC Vehicle Speed Threshold
  - EBC Output Method
  - ALL CALS
    - EBC Cal 1 Brake Pressure Threshold
    - EBC Cal 1 Base Target Negative Slip Percentage
    - EBC Cal 1 Rear Damper Displacement Multiplier
    - EBC Cal 1 Front Brake Pressure Multiplier
    - EBC Cal 1 Rear Brake Pressure Multiplier
    - EBC Cal 1 Traction Control Pot Multiplier
    - EBC Cal 1 Rear Brake Pressure Adder
    - EBC Cal 1 Maximum FBW TPS Request
    - EBC Cal 1 FBW Exit Rate Limit
    - EBC Cal 1 Base Duty
    - EBC Cal 1 Error Axis Breakpoint Size
    - EBC Cal 1 Error Axis Breakpoints

- EBC Cal 1 Derivative Breakpoint Size
- EBC Cal 1 Derivative Breakpoints
- EBC Cal 1 Proportional Gain
- EBC Cal 1 Integral Gain
- EBC Cal 1 Derivative Gain
- EBC Cal 1 Integral Minimum
- EBC Cal 1 Integral Maximum
- EBC Cal 1 Error Time Limit
- EBC Cal 1 Error Limit
- EBC Cal 1 Service Time
- EBC Cal 1 Derivative Delta Time
- EBC Cal 1 Minimum Duty
- EBC Cal 1 Maximum Duty
- EBC Cal 1 Minimum Duty Mode
- EBC Cal 1 Maximum Duty Mode
- EBC Cal 1 Fuel Multiplier

▲ IDLE SPEED CONTROL WITH IGNITION

- Target Idle Speed
- Closed Loop Idle Control Enable Speed
- Closed Loop Idle Control Enable Manifold Pressure
- Closed Loop Idle Control Enable Car Speed
- Closed Loop Idle Control Target Initial Offset
- Closed Loop Idle Control Target Rate Limit
- Closed Loop Idle Control Target Base Offset
- Idle Ignition Adder (Positive Error)
- Idle Ignition Adder (Negative Error)
- Closed Loop Idle View Select
- Closed Loop Idle FBW Throttle Demand Maximum
- Closed Loop Idle Warmup FBW Throttle Demand Offset

- Closed Loop Idle Rate of Change of Throttle Demand Limit
- Closed Loop Idle FBW Throttle Demand in Crank
- Closed Loop Idle FBW Throttle Demand Correction f(ACT)
- Closed Loop Idle FBW Throttle Demand Correction f(BAP)
- Closed Loop Idle FBW Throttle Demand Correction f(VBAT)
- Closed Loop Idle Air Con FBW Throttle Demand Offset
- Closed Loop Idle Air Con Engine Speed Target Adder
- Air Bypass Valve Mode When Stopped
- Closed Loop Idle Fuel Adder
- Closed Loop Idle FBW Throttle Rate Limits
- Closed Loop Idle Base FBW Throttle Demand

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

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- CLOSED LOOP PARAMETERS
  - Integrator Enable Error
  - Integrator Enable Engine Run Time
  - Integrator Gain (Negative Error)
  - Integrator Gain (Positive Error)
  - Integrator Maximum
  - Integrator Minimum
  - Proportional Gain (Negative Error)
  - Proportional Gain (Positive Error)
  - IDLE LEARNING FUNCTION
- SOFTWARE SETUP
  - ENGINE MODE DETERMINATION
    - Crank Entry Speed
    - Crank Exit Speed
    - Stop Entry Speed
    - Stop Exit Speed
  - LIMP HOME MODE
    - Limp Home Boost Threshold
    - Limp Home Boost Limit
    - Limp Home Engine Speed Limit
    - Limp Home Over-boost Time
    - CAR SERVICE INTERVAL
      - Car Service Strategy Enable
      - Car Service Interval
      - Car Service Timer Engine Speed Threshold
    - TEMPERATURE THRESHOLDS
      - Enter Limp Home Mode Engine Speed
      - OIL THRESHOLDS
        - Limp Home Mode Oil Temperature Strategy Enable
        - Enter Limp Home Mode Oil Temperature
        - Exit Limp Home Mode Oil Temperature
        - Enter Limp Home Mode Oil Temperature Timer
        - Exit Limp Home Mode Oil Temperature Timer
      - WATER THRESHOLDS
        - Limp Home Mode Water Temperature Strategy Enable
        - Enter Limp Home Mode Water Temperature
        - Exit Limp Home Mode Water Temperature
        - Enter Limp Home Mode Water Temperature Timer
        - Exit Limp Home Mode Water Temperature Timer

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

(All Parameters Start Page 134)

- TORQUE REDUCTION
  - PENALTY REV LIMIT
    - Penalty Threshold
    - Penalty Amount
    - Penalty Time
  - PREDEFINED CUT PATTERN
    - Predefined Cut Enable
    - Cut Method Selection By Source
    - Predefined Level Dither Enable
    - CYLINDER PATTERN BASED CUT
      - Predefined Cut Cycle Count Breakpoint Size
      - Predefined Cylinder Cut Sequence Reset
      - Predefined Cylinder Pattern Cut Map
    - SPECIFIC CYLINDER BASED CUT
      - Predefined Specific Cylinder Cut Map
  - FBW THROTTLE CONTROL
    - FBW Method Selection By Source
    - FBW Rate Limits
    - FBW Maximum Requested TPS
    - Trq Cut Breakpoint Size
    - Trq Cut Axis Breakpoints

  - Rev Limit Torque Reduction Mode
  - Boost Limit Torque Reduction Mode
  - Traction Control Torque Reduction Mode
  - ALS Torque Reduction Mode
  - Start Line Limit Torque Reduction Mode
  - Pit Lane Speed Torque Reduction Mode
  - Gear Upshift Torque Reduction Mode
  - Oil Check Rev Limit Torque Reduction Mode
  - PalmerSport Torque Reduction Mode
  - EGCU TORQUE REDUCTION
    - EGCU Torque Reduction Mode
    - EGCU Ignition Retard
    - EGCU Retard Ramp Out Rate
  - UPSHIFT INJECTION ANGLE OFFSET
    - Enable Injection Angle Offset
    - Injection Angle Offset
    - Injection Angle Offset Time
    - Injection Angle Offset Ramp-Out Rate Of Change

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

(All Parameters Start Page 134)

- DESCRIPTOR TABLES
  - ATMOSPHERIC PRESSURE CORRECTIONS
    - Minimum
    - Interval
    - Size
  - ENGINE OIL PRESSURE CORRECTIONS
    - Minimum
    - Interval
    - Size
  - ENGINE SPEED CORRECTIONS
    - Minimum
    - Interval
    - Size
  - FUEL PRESSURE INJECTION CORRECTIONS
    - Minimum
    - Interval
    - Size
  - UPSHIFT INJECTION ANGLE OFFSET
    - Minimum
    - Interval
    - Size
- MAP BREAKPOINTS
  - AIR BYPASS VALVE BREAKPOINTS
    - Effective Throttle Angle Adder Duty Breakpoints
    - Engine Speed Breakpoints
    - Throttle Angle Breakpoints
    - ABV Error Breakpoints
  - CANISTER PURGE VALVE BREAKPOINTS
    - Canister Purge RPM Breakpoint Size
    - Canister Purge RPM Breakpoints
    - Canister Purge Throttle Breakpoint Size
    - Canister Purge Throttle Breakpoints
  - CL LAMBDA BREAKPOINTS
    - Speed Breakpoint Size
    - Speed Breakpoints
    - Pressure Breakpoint Size
    - Pressure Breakpoints
  - CLOSED LOOP LAMBDA GAIN BREAKPOINTS
    - Speed Breakpoint Size
    - Speed Breakpoints
    - Pressure Breakpoint Size
    - Pressure Breakpoints
  - CLOSED LOOP IDLE BREAKPOINTS
    - Effective Throttle Angle Adder Angle Breakpoints

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

(All Parameters Start Page 134)

- CRANKING FUEL BREAKPOINTS
  - Cylinder Count Breakpoint Size
  - Water Temperature Breakpoint Size
  - Cylinder Count Breakpoints
  - Water Temperature Breakpoints
- EGCU BREAKPOINTS
  - EGCU Ignition Retard Engine Speed Breakpoint Size
  - EGCU Ignition Retard Engine Speed Breakpoints
- ENGINE BRAKING CONTROL BREAKPOINTS
  - EBC Rear Damper Breakpoint Size
  - EBC Rear Damper Breakpoints
  - EBC Brake Pressure Breakpoint Size
  - EBC Brake Pressure Breakpoints
  - EBC Duty Breakpoint Size
  - EBC Duty Breakpoints
  - EBC Fuelling Correction Engine Speed Breakpoint Size
  - EBC Fuelling Correction Engine Speed Breakpoints
  - EBC Negative Slip Percentage Breakpoint Size
  - EBC Negative Slip Percentage Breakpoints
- EXHAUST TEMPERATURE CORRECTION BREAKPOINTS
  - Exhaust Temperature Correction Breakpoints Size
  - Exhaust Temperature Correction Breakpoints
- FAST START BREAKPOINTS AND ABORT
  - Water Temperature Breakpoints
  - Run Time Breakpoints
  - Throttle Threshold for Fast Start Abort
  - Minimum Fast Start Time

- FBW BREAKPOINTS
  - FBW Engine Speed Axis Breakpoints
  - FBW Engine Speed Demand Axis Breakpoint Size
  - FBW PPS Demand Axis Breakpoints
  - FBW PPS Demand Axis Breakpoint Size
  - FBW Control Throttle Angle Axis Size
  - FBW Control Throttle Angle Axis Breakpoints

  - ADVANCED MODE PID BREAKPOINTS
    - FBW Error Axis Breakpoint Size
    - FBW Error Axis Breakpoints
    - FBW Derivative Axis Breakpoint Size
    - FBW Derivative Axis Breakpoints

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

(All Parameters Start Page 134)

- FUEL AND IGNITION BREAKPOINTS
  - Speed Breakpoint Size
  - Speed Breakpoints
  - Pressure Breakpoint Size
  - Pressure Breakpoints
- FUEL AND IGNITION MODIFIER BREAKPOINTS
  - Speed Breakpoint Size
  - Speed Breakpoints
  - Ignition Correction for Wastegate Error Breakpoint Size
  - Ignition Correction for Wastegate Error Breakpoints
  - Pressure Breakpoint Size
  - Pressure Breakpoints
  - Throttle Multiplier Breakpoint Size
  - Throttle Multiplier Breakpoints
  - Fuel Correction for Air Temperature Breakpoints
  - Fuel Correction for Ambient Air Temperature Breakpoints
  - Ignition Correction for Air Temperature Breakpoints
  - Fuel and Ignition Correction for Manifold Absolute Pressure Breakpoints
  - Fuel Rail Pressure Breakpoint Size
  - Fuel Rail Pressure Breakpoints
- GEARBOX CONTROL UNIT BREAKPOINTS
  - Severity Breakpoints
  - Severity Breakpoint Size
- GEAR CUT BREAKPOINTS
  - Gear Cut Time Engine Speed Axis Size
  - Gear Cut Time Engine Speed Axis Breakpoints
  - MAIN CUT BREAKPOINTS
    - Speed Breakpoint Size
    - Speed Breakpoints
    - Pressure Breakpoint Size
    - Pressure Breakpoints
- INDIVIDUAL CYLINDER TRIM BREAKPOINTS
  - Speed Breakpoint Size
  - Speed Breakpoints
  - Pressure Breakpoint Size
  - Pressure Breakpoints
- LEAN ANGLE SPEED COMPENSATION BREAKPOINTS
  - Lean Angle Compensation Breakpoints
- PIT LANE SPEED LIMIT BREAKPOINTS
  - Pit Lane Speed Error Breakpoint Size
  - Pit Lane Speed Error Axis Breakpoints
  - Pit Lane Stepped Control Speed Error Breakpoints

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

(All Parameters Start Page 134)

- OIL PRESSURE BREAKPOINTS
  - Low Oil Pressure Engine Speed Breakpoints
  - Low Oil Pressure Engine Speed Breakpoint Size
- START LINE BREAKPOINTS
  - Start Line Throttle Breakpoint Size
  - Start Line Throttle Breakpoints
  - Start Line Road Speed Breakpoint Size
  - Start Line Road Speed Breakpoints
  - Start Line Delta Speed Breakpoints
  - Start Line Limit Time Breakpoints Size
  - Start Line Limit Time Breakpoints
- STRAIN GAUGE TORQUE MEASUREMENT BREAKPOINTS
  - Strain Gauge Torque Error Breakpoints Size
  - Strain Gauge Torque Error Breakpoints
- TRACTION CONTROL BREAKPOINTS
  - Road Speed Breakpoint Size
  - Road Speed Breakpoints
  - Throttle Breakpoint Size
  - Throttle Breakpoints
  - Slip Throttle Demand Breakpoint Size
  - Slip Throttle Demand Breakpoints
  - Slip Derivative Breakpoint Size
  - Slip Derivative Breakpoints
  - Steering Angle Breakpoints
  - Vertical Acceleration Breakpoints
  - X_DAMPER Breakpoints
  - Torque Transfer Breakpoints
  - Lean Angle Breakpoints Size
  - Lean Angle Breakpoints
  - Derivative Engine Speed Throttle Breakpoint Size
  - Derivative Engine Speed Throttle Breakpoints
  - Derivative Engine Speed Breakpoints Size
  - Derivative Engine Speed Breakpoints
  - Goal Slip Lap Distance Multiplier Breakpoint Size
  - Goal Slip Lap Distance Multiplier Breakpoints

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

(All Parameters Start Page 134)

- ANTI WHEELIE BREAKPOINTS
  - Damper Displacement Breakpoints Size
  - Damper Displacement Breakpoints
  - Throttle Breakpoints Size
  - Throttle Breakpoints
  - Lean Angle Breakpoints Size
  - Lean Angle Breakpoints
  - Speed Breakpoints Size
  - Speed Breakpoints
  - Engine Speed Breakpoints Size
  - Engine Speed Breakpoints
- DRIVETRAIN BACKLASH BREAKPOINTS
  - Drivetrain Backlash TPS Breakpoint Size
  - Drivetrain Backlash TPS Breakpoints
  - Drivetrain Backlash Ratio Error Breakpoint Size
  - Drivetrain Backlash Ratio Error Breakpoints
- TRANSIENT FUEL BREAKPOINTS
  - Speed Breakpoints
  - Water Temperature Breakpoints
- VARIABLE CAM TIMING BREAKPOINTS
  - Variable Cam Timing Y-Axis Breakpoints Size
  - Variable Cam Timing Water Temperature Breakpoints
  - Variable Cam Timing Pressure Breakpoints
  - Variable Cam Timing Error Axis Size
  - Variable Cam Timing Error Axis Breakpoints
  - Variable Cam Timing Transfer Breakpoints
- WASTEGATE CONTROL BREAKPOINTS
  - Speed Breakpoint Size
  - Speed Breakpoints
  - Load Breakpoint Size
  - Load Breakpoints
  - Base Duty Adder Breakpoint Size
  - Base Duty Adder Load Breakpoints
  - Ambient Temperature Breakpoints
  - Ambient Pressure Breakpoints
  - Closed Loop Target Maximum Rate of Change PPS Breakpoint Size
  - Closed Loop Target Maximum Rate of Change PPS Breakpoints
  - Closed Loop Wastegate Control Error Breakpoint Size
  - Closed Loop Wastegate Control Error Breakpoints
  - Closed Loop Wastegate Control Derivative Breakpoint Size
  - Closed Loop Wastegate Control Derivative Breakpoints
  - Duty Tranfer Function Breakpoints

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

(All Parameters Start Page 134)

- ALS BREAKPOINTS
  - ALS Throttle Breakpoints
  - Number ALS Throttle Breakpoints
  - ALS Injection Engine Speed Axis Breakpoints
  - ALS Injection Pressure Axis Breakpoints
  - ALS PCP Error Axis Breakpoints
  - ALS Closed Loop Engine Speed Axis Breakpoints
- Fuel Map Throttle Multimap Breakpoints
- ENGINE LOG BOOK
  - Load Timer Engine Speed Threshold
  - Load Timer Throttle Angle Threshold
  - Full Throttle Timer Throttle Angle Threshold
  - Max RPM Latch Threshold
  - Enable Log Book Clear
  - Minimum entry time
  - Log Book Distance Source
  - ENGINE SPEED THRESHOLDS
    - Over rev timing TPS threshold
    - RPM 1 Threshold
    - RPM 2 Threshold
    - RPM 3 Threshold
    - RPM 4 Threshold
- ENGINE HISTOGRAM
  - Base Engine Speed
  - Bin Size
- MISCELLANEOUS
  - Disable Logging Configuration Changes
  - Logging Start Engine Speed
  - Logging Start Car Speed
  - Logging Max Time Per Session
  - Engine Monitor Setup
  - Fuel Consumption Scaling
  - Fuel Consumption Fuel Pressure Multiplier
  - ECU LICENSE
    - ECU License Time
    - ECU License Abort
    - ECU License Reset Count
  - ALS LOGGING CONTROL
    - Logging Enable With ALS Switch
    - ALS Enables Stage Mode Logging
    - ALS Stage Mode Logging Cancel Time
    - ALS Stage Mode Logging Cancel Speed

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

(All Parameters Start Page 134)

- COMMUNICATIONS SETUP
  - RS DASH
    - DASH SETUP
      - RS Dash Shift Light Thresholds
      - RS Dash Shift Light Flash Threshold
      - Day Mode Segment Brightness
      - Night Mode Segment Brightness
      - Brightness Mode Change Time
      - RS Dash Button Function Hold Time
      - Moving Speed Threshold
      - EOL Dash Hold Time
      - STATUS LEDS
        - LEFT
          - Left Yellow Status LED
          - Left Blue Status LED
          - Left Red/Green Status LED
          - Left Upper Blue Status LED
        - RIGHT
          - Right Yellow Status LED
          - Right Blue Status LED
          - Right Red/Green Status LED
          - Right Upper Green Status LED
      - DISPLAY UNITS AND DECIMAL PLACES CONFIGURATION
        - TEMPERATURES
          - AMBIENT AIR TEMPERATURE
            - AAT Units
            - AAT Decimal Places
          - AIR CHARGE TEMPERATURE
            - ACT Units
            - ACT Decimal Places
          - DIFFERENTIAL TEMPERATURES
            - FRONT DIFFERENTIAL TEMPERATURE
              - FDT Units
              - FDT Decimal Places
            - REAR DIFFERENTIAL TEMPERATURE
              - RDT Units
              - RDT Decimal Places
          - ENGINE COOLANT TEMPERATURE
            - ECT Units
            - ECT Decimal Places
          - ENGINE COOLANT IN TEMPERATURE
            - ECT In Units
            - ECT In Decimal Places

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

(All Parameters Start Page 134)

- ENGINE CONTROL UNIT TEMPERATURE
  - ECUT Units
  - ECUT Decimal Places
- ENGINE OIL TEMPERATURE
  - EOT Units
  - EOT Decimal Places
- ENGINE OIL IN TEMPERATURE
  - EOT In Units
  - EOT In Decimal Places
- FUEL TEMPERATURE
  - FT Units
  - FT Decimal Places
- GEARBOX TEMPERATURE
  - GBT Units
  - GBT Decimal Places
- THERMOCOUPLE ONE
  - TEX1 Units
  - TEX1 Decimal Places
- THERMOCOUPLE TWO
  - TEX2 Units
  - TEX2 Decimal Places

- PRESSURES
  - BATROMETRIC ATMOSPHERIC PRESSURE
    - BAP Units
    - BAP Decimal Places
  - BRAKE PRESSURES
    - FRONT LEFT BRAKE PRESSURE
      - Front Left Brake Pressure Units
      - Front Left Brake Pressure Decimal Places
    - FRONT RIGHT BRAKE PRESSURE
      - Front Right Brake Pressure Units
      - Front Right Brake Pressure Decimal Places
    - REAR LEFT BRAKE PRESSURE
      - Rear Left Brake Pressure Units
      - Rear Left Brake Pressure Decimal Places
    - REAR RIGHT BRAKE PRESSURE
      - Rear Right Brake Pressure Units
      - Rear Right Brake Pressure Decimal Places
  - CRANK CASE PRESSURE
    - CCP Units
    - CCP Decimal Places

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

(All Parameters Start Page 134)

- ENGINE COOLANT PRESSURE
  - ECP Units
  - ECP Decimal Places
- ENGINE OIL PRESSURE
  - EOP Units
  - EOP Decimal Places
- ENGINE OIL PRESSURE SCAVENGE
  - EOP Scavenge Units
  - EOP Scavenge Decimal Places
- FUEL PRESSURE
  - FP Units
  - FP Decimal Places
- FUEL RAIL PRESSURE
  - FRP Units
  - FRP Decimal Places
- MANIFOLD ABSOLUTE PRESSURE
  - MAP Units
  - MAP Decimal Places
- MANIFOLD ABSOLUTE PRESSURE TWO
  - MAP2 Units
  - MAP2 Decimal Places
- POST RESTRICTOR PRESSURE
  - PRP Units
  - PRP Decimal Places
- SPARE PRESSURE ONE
  - SPP1 Units
  - SPP1 Decimal Places

- TRANSMISSION PRESSURES (BLIPPER, CLUTCH, DOWNSHIFT, UPSHIFT, SYSTEM)
  - BLIPPER PRESSURE
    - Blipper Pressure Units
    - Blipper Pressure Decimal Places
  - CLUTCH PRESSURE
    - Clutch Pressure Units
    - Clutch Pressure Decimal Places
  - DOWNSHIFT PRESSURE
    - Downshift Pressure Units
    - Downshift Pressure Decimal Places
  - UPSHIFT PRESSURE
    - Upshift Pressure Units
    - Upshift Pressure Decimal Places
  - SYSTEM PRESSURE
    - System Pressure Units
    - System Pressure Decimal Places

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

(All Parameters Start Page 134)

- WASTEGATE PRESSURE
  - Wastegate Pressure Units
  - Wastegate Pressure Decimal Places
- DISPLACEMENTS
  - CLUTCH DISPLACEMENT
    - Clutch Displacement Units
    - Clutch Displacement Decimal Places

- DISPLACEMENTS
  - CLUTCH DISPLACEMENT
    - Clutch Displacement Units
    - Clutch Displacement Decimal Places

- DAMPER DISPLACEMENTS (X_FL_DAMPER, X_FR_DAMPER, X_RL_DAMPER, X_RR_DAMPER,)
  - FRONT DAMPER DISPLACEMENT
    - Front Damper Displacement Units
    - Front Damper Displacement Decimal Places
  - FRONT LEFT DAMPER DISPLACEMENT
    - Front Left Damper Displacement Units
    - Front Left Damper Displacement Decimal Places
  - FRONT RIGHT DAMPER DISPLACEMENT
    - Front Right Damper Displacement Units
    - Front Right Damper Displacement Decimal Places
  - REAR DAMPER DISPLACEMENT
    - Rear Damper Displacement Units
    - Rear Damper Displacement Decimal Places
  - REAR LEFT DAMPER DISPLACEMENT
    - Rear Left Damper Displacement Units
    - Rear Left Damper Displacement Decimal Places
  - REAR RIGHT DAMPER DISPLACEMENT
    - Rear Right Damper Displacement Units
    - Rear Right Damper Displacement Decimal Places

- SPEEDS
  - ENGINE SPEED
    - Engine RPM Filter
  - WHEEL SPEEDS
    - Front Wheel Speed Units
    - Front Left Wheel Speed Units
    - Front Right Wheel Speed Units
    - Rear Wheel Speed Units
    - Rear Left Wheel Speed Units
    - Rear Right Wheel Speed Units
  - VEHICLE SPEED
    - Vehicle Speed Units

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

(All Parameters Start Page 134)

- VOLTAGES
  - BATTERY VOLTAGE
    - Battery Voltage Decimal Places
- PAGE SETUP
  - RS Dash Dash Fields
  - RS Dash Page Availability
- ALARM SETUP
  - RS Dash Alarm Priority Table
  - TEMPERATURE ALARMS
    - TEMPERATURE ALARM ONE
      - Temperature Alarm One Input Channel
      - Temperature Alarm One Threshold
      - Temperature Alarm One Threshold Condition
      - Temperature Alarm One Threshold Adjustment
      - Temperature Alarm One Glitch Time
      - Temperature Alarm One Self Cancel Time
      - Temperature Alarm One Engine Speed Qualifer
      - Temperature Alarm One Vehicle Speed Qualifer
      - Temperature Alarm One Display Text
    - TEMPERATURE ALARM TWO
      - Temperature Alarm Two Input Channel
      - Temperature Alarm Two Threshold
      - Temperature Alarm Two Threshold Condition
      - Temperature Alarm Two Threshold Adjustment
      - Temperature Alarm Two Glitch Time
      - Temperature Alarm Two Self Cancel Time
      - Temperature Alarm Two Engine Speed Qualifer
      - Temperature Alarm Two Vehicle Speed Qualifer
      - Temperature Alarm Two Display Text
    - TEMPERATURE ALARM THREE
      - Temperature Alarm Three Input Channel
      - Temperature Alarm Three Threshold
      - Temperature Alarm Three Threshold Condition
      - Temperature Alarm Three Threshold Adjustment
      - Temperature Alarm Three Glitch Time
      - Temperature Alarm Three Self Cancel Time
      - Temperature Alarm Three Engine Speed Qualifer
      - Temperature Alarm Three Vehicle Speed Qualifer
      - Temperature Alarm Three Display Text

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

(All Parameters Start Page 134)

- TEMPERATURE ALARM FOUR
  - Temperature Alarm Four Input Channel
  - Temperature Alarm Four Threshold
  - Temperature Alarm Four Threshold Condition
  - Temperature Alarm Four Threshold Adjustment
  - Temperature Alarm Four Glitch Time
  - Temperature Alarm Four Self Cancel Time
  - Temperature Alarm Four Engine Speed Qualifer
  - Temperature Alarm Four Vehicle Speed Qualifer
  - Temperature Alarm Four Display Text
- TEMPERATURE ALARM FIVE
  - Temperature Alarm Five Input Channel
  - Temperature Alarm Five Threshold
  - Temperature Alarm Five Threshold Condition
  - Temperature Alarm Five Threshold Adjustment
  - Temperature Alarm Five Glitch Time
  - Temperature Alarm Five Self Cancel Time
  - Temperature Alarm Five Engine Speed Qualifer
  - Temperature Alarm Five Vehicle Speed Qualifer
  - Temperature Alarm Five Display Text

- TEMPERATURE ALARM FIVE
  - Temperature Alarm Five Input Channel
  - Temperature Alarm Five Threshold
  - Temperature Alarm Five Threshold Condition
  - Temperature Alarm Five Threshold Adjustment
  - Temperature Alarm Five Glitch Time
  - Temperature Alarm Five Self Cancel Time
  - Temperature Alarm Five Engine Speed Qualifer
  - Temperature Alarm Five Vehicle Speed Qualifer
  - Temperature Alarm Five Display Text
- PRESSURE ALARMS
  - PRESSURE ALARM ONE
    - Pressure Alarm One Input Channel
    - Pressure Alarm One Threshold
    - Pressure Alarm One Threshold Condition
    - Pressure Alarm One Threshold Adjustment
    - Pressure Alarm One Glitch Time
    - Pressure Alarm One Self Cancel Time
    - Pressure Alarm One Engine Speed Qualifer
    - Pressure Alarm One Vehicle Speed Qualifer
    - Pressure Alarm One Display Text

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

(All Parameters Start Page 134)

- PRESSURE ALARM TWO
  - Pressure Alarm Two Input Channel
  - Pressure Alarm Two Threshold
  - Pressure Alarm Two Threshold Condition
  - Pressure Alarm Two Threshold Adjustment
  - Pressure Alarm Two Glitch Time
  - Pressure Alarm Two Self Cancel Time
  - Pressure Alarm Two Engine Speed Qualifer
  - Pressure Alarm Two Vehicle Speed Qualifer
  - Pressure Alarm Two Display Text
- PRESSURE ALARM THREE
  - Pressure Alarm Three Input Channel
  - Pressure Alarm Three Threshold
  - Pressure Alarm Three Threshold Condition
  - Pressure Alarm Three Threshold Adjustment
  - Pressure Alarm Three Glitch Time
  - Pressure Alarm Three Self Cancel Time
  - Pressure Alarm Three Engine Speed Qualifer
  - Pressure Alarm Three Vehicle Speed Qualifer
  - Pressure Alarm Three Display Text
- PRESSURE ALARM FOUR
  - Pressure Alarm Four Input Channel
  - Pressure Alarm Four Threshold
  - Pressure Alarm Four Threshold Condition
  - Pressure Alarm Four Threshold Adjustment
  - Pressure Alarm Four Glitch Time
  - Pressure Alarm Four Self Cancel Time
  - Pressure Alarm Four Engine Speed Qualifer
  - Pressure Alarm Four Vehicle Speed Qualifer
  - Pressure Alarm Four Display Text
- PRESSURE ALARM FIVE
  - Pressure Alarm Five Input Channel
  - Pressure Alarm Five Threshold
  - Pressure Alarm Five Threshold Condition
  - Pressure Alarm Five Threshold Adjustment
  - Pressure Alarm Five Glitch Time
  - Pressure Alarm Five Self Cancel Time
  - Pressure Alarm Five Engine Speed Qualifer
  - Pressure Alarm Five Vehicle Speed Qualifer
  - Pressure Alarm Five Display Text

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

(All Parameters Start Page 134)

- SPEED ALARMS
  - SPEED ALARM ONE
    - Speed Alarm One Input Channel
    - Speed Alarm One Threshold
    - Speed Alarm One Threshold Condition
    - Speed Alarm One Threshold Adjustment
    - Speed Alarm One Glitch Time
    - Speed Alarm One Self Cancel Time
    - Speed Alarm One Engine Speed Qualifer
    - Speed Alarm One Vehicle Speed Qualifer
    - Speed Alarm One Display Text
  - SPEED ALARM TWO
    - Speed Alarm Two Input Channel
    - Speed Alarm Two Threshold
    - Speed Alarm Two Threshold Condition
    - Speed Alarm Two Threshold Adjustment
    - Speed Alarm Two Glitch Time
    - Speed Alarm Two Self Cancel Time
    - Speed Alarm Two Engine Speed Qualifer
    - Speed Alarm Two Vehicle Speed Qualifer
    - Speed Alarm Two Display Text
  - SPEED ALARM THREE
    - Speed Alarm Three Input Channel
    - Speed Alarm Three Threshold
    - Speed Alarm Three Threshold Condition
    - Speed Alarm Three Threshold Adjustment
    - Speed Alarm Three Glitch Time
    - Speed Alarm Three Self Cancel Time
    - Speed Alarm Three Engine Speed Qualifer
    - Speed Alarm Three Vehicle Speed Qualifer
    - Speed Alarm Three Display Text
  - SPEED ALARM FOUR
    - Speed Alarm Four Input Channel
    - Speed Alarm Four Threshold
    - Speed Alarm Four Threshold Condition
    - Speed Alarm Four Threshold Adjustment
    - Speed Alarm Four Glitch Time
    - Speed Alarm Four Self Cancel Time
    - Speed Alarm Four Engine Speed Qualifer
    - Speed Alarm Four Vehicle Speed Qualifer
    - Speed Alarm Four Display Text

- SPEED ALARM FIVE
  - Speed Alarm Five Input Channel
  - Speed Alarm Five Threshold
  - Speed Alarm Five Threshold Condition
  - Speed Alarm Five Threshold Adjustment
  - Speed Alarm Five Glitch Time
  - Speed Alarm Five Self Cancel Time
  - Speed Alarm Five Engine Speed Qualifer
  - Speed Alarm Five Vehicle Speed Qualifer
  - Speed Alarm Five Display Text
- DISPLACEMENT ALARMS
  - DISPLACEMENT ALARM ONE
    - Displacement Alarm One Input Channel
    - Displacement Alarm One Threshold
    - Displacement Alarm One Threshold Condition
    - Displacement Alarm One Threshold Adjustment
    - Displacement Alarm One Glitch Time
    - Displacement Alarm One Self Cancel Time
    - Displacement Alarm One Engine Speed Qualifer
    - Displacement Alarm One Vehicle Speed Qualifer
    - Displacement Alarm One Display Text
  - DISPLACEMENT ALARM TWO
    - Displacement Alarm Two Input Channel
    - Displacement Alarm Two Threshold
    - Displacement Alarm Two Threshold Condition
    - Displacement Alarm Two Threshold Adjustment
    - Displacement Alarm Two Glitch Time
    - Displacement Alarm Two Self Cancel Time
    - Displacement Alarm Two Engine Speed Qualifer
    - Displacement Alarm Two Vehicle Speed Qualifer
    - Displacement Alarm Two Display Text
  - DISPLACEMENT ALARM THREE
    - Displacement Alarm Three Input Channel
    - Displacement Alarm Three Threshold
    - Displacement Alarm Three Threshold Condition
    - Displacement Alarm Three Threshold Adjustment
    - Displacement Alarm Three Glitch Time
    - Displacement Alarm Three Self Cancel Time
    - Displacement Alarm Three Engine Speed Qualifer
    - Displacement Alarm Three Vehicle Speed Qualifer
    - Displacement Alarm Three Display Text

- DISPLACEMENT ALARM FOUR
  - Displacement Alarm Four Input Channel
  - Displacement Alarm Four Threshold
  - Displacement Alarm Four Threshold Condition
  - Displacement Alarm Four Threshold Adjustment
  - Displacement Alarm Four Glitch Time
  - Displacement Alarm Four Self Cancel Time
  - Displacement Alarm Four Engine Speed Qualifer
  - Displacement Alarm Four Vehicle Speed Qualifer
  - Displacement Alarm Four Display Text
- DISPLACEMENT ALARM FIVE
  - Displacement Alarm Five Input Channel
  - Displacement Alarm Five Threshold
  - Displacement Alarm Five Threshold Condition
  - Displacement Alarm Five Threshold Adjustment
  - Displacement Alarm Five Glitch Time
  - Displacement Alarm Five Self Cancel Time
  - Displacement Alarm Five Engine Speed Qualifer
  - Displacement Alarm Five Vehicle Speed Qualifer
  - Displacement Alarm Five Display Text

- MISCELLANEOUS ALARMS
  - BATTERY VOLTAGE ALARM
    - Battery Voltage Alarm Input Channel
    - Battery Voltage Alarm Threshold
    - Battery Voltage Alarm Threshold Condition
    - Battery Voltage Alarm Threshold Adjustment
    - Battery Voltage Alarm Glitch Time
    - Battery Voltage Alarm Self Cancel Time
    - Battery Voltage Alarm Engine Speed Qualifer
    - Battery Voltage Alarm Vehicle Speed Qualifer
    - Battery Voltage Alarm Display Text
  - MISCELLANEOUS ALARM TWO
    - Miscellaneous Alarm Two Input Channel
    - Miscellaneous Alarm Two Threshold
    - Miscellaneous Alarm Two Threshold Condition
    - Miscellaneous Alarm Two Threshold Adjustment
    - Miscellaneous Alarm Two Glitch Time
    - Miscellaneous Alarm Two Self Cancel Time
    - Miscellaneous Alarm Two Engine Speed Qualifer
    - Miscellaneous Alarm Two Vehicle Speed Qualifer
    - Miscellaneous Alarm Two Display Text

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

(All Parameters Start Page 134)

- MISCELLANEOUS ALARM THREE
  - Miscellaneous Alarm Three Input Channel
  - Miscellaneous Alarm Three Threshold
  - Miscellaneous Alarm Three Threshold Condition
  - Miscellaneous Alarm Three Threshold Adjustment
  - Miscellaneous Alarm Three Glitch Time
  - Miscellaneous Alarm Three Self Cancel Time
  - Miscellaneous Alarm Three Engine Speed Qualifer
  - Miscellaneous Alarm Three Vehicle Speed Qualifer
  - Miscellaneous Alarm Three Display Text
- MISCELLANEOUS ALARM FOUR
  - Miscellaneous Alarm Four Input Channel
  - Miscellaneous Alarm Four Threshold
  - Miscellaneous Alarm Four Threshold Condition
  - Miscellaneous Alarm Four Threshold Adjustment
  - Miscellaneous Alarm Four Glitch Time
  - Miscellaneous Alarm Four Self Cancel Time
  - Miscellaneous Alarm Four Engine Speed Qualifer
  - Miscellaneous Alarm Four Vehicle Speed Qualifer
  - Miscellaneous Alarm Four Display Text
- MISCELLANEOUS ALARM FIVE
  - Miscellaneous Alarm Five Input Channel
  - Miscellaneous Alarm Five Threshold
  - Miscellaneous Alarm Five Threshold Condition
  - Miscellaneous Alarm Five Threshold Adjustment
  - Miscellaneous Alarm Five Glitch Time
  - Miscellaneous Alarm Five Self Cancel Time
  - Miscellaneous Alarm Five Engine Speed Qualifer
  - Miscellaneous Alarm Five Vehicle Speed Qualifer
  - Miscellaneous Alarm Five Display Text
- ECU ERROR ALARMS
  - RS Dash ECU Errors Alarm Enable
  - ECU Errors Alarm Display Text
- NOTIFICATIONS SETUP
  - Notification Sources
  - Notification Display Duration
  - Notification Display Text
- CAN DATASTREAM
  - CAN Port 1 PC Delay Timeout
  - CAN Port 1 Mode
  - CAN Port 2 Mode
  - CAN Port 3 Mode

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

(All Parameters Start Page 134)

- DATASTREAM OVERLAYS
  - CAN Port 1 Overlay
  - CAN Port 2 Overlay
  - CAN Port 3 Overlay
- User-Defined CAN Datastream CAN Port
- User-Defined CAN Datastream CAN Port TWO
- CAN TX Frame Masking
- Replace TPS Channel With PPS
- Enable Calibration Data on Datastreams
- MEGANE LINK
  - Megane ESP for CAL Pot
- ABS M4 DATASTREAM
  - ABS M4 Bit Rate Select
- EVO X LINK
  - EVOX CAN link model
  - ECT High Alarm Threshold
- FOLEY DATASTREAM
  - Foley Maximum Gear Change Time On CAN Fail
- OMEGA LINK
  - Omega TX Link Base CAN ID
  - Omega RX Link Base CAN ID
  - Omega RX Timeout Frame 01 (CAN ID 0x75)
  - Omega RX Timeout Frame 02 (CAN ID 0x76)
  - Omega RX Timeout Frame 03 (CAN ID 0x77)
  - Omega RX Timeout Frame 04 (CAN ID 0x78)

- OMEGA L2 RST
  - OMEGA_L2_RST XAP Dash Steering Wheel Cut Enable
  - OMEGA_L2_RST XAP Dash Steering Wheel Cut Timeout
  - OMEGA_L2_RST XAP Dash Sensor Zero Trigger Time
- TRANSMISSION OVER CAN CALIBRATION
  - ECU Link Fail Time
  - Cal Over Can RPM Limit Minimum Time
  - Cal Over Can RPM limit
- GEARBOX CONTROL UNIT LINK
  - GCU Link Fail Time
  - Extension Level
  - Cut Position Timeouts
  - CAN Fail Hold Blip Cut TPS Limit
  - Shut Down Engine On CAN Fail

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

(All Parameters Start Page 134)

- TORQUE REDUCTION CALIBRATION
  - Fuel Multiplier
  - Ign Retard
  - Cut Severity
  - Cut Mode
  - Ramp In Ignition Advance Rates
- EXTERNAL GCU LINK (EGCU_LINK)
  - Link Fail Time
  - Shut Down Engine On CAN Fail
- EXTERNAL GCU LINK 2 (EGCU2_LINK)
  - Link Fail Time
  - Engine Mode On CAN Fail
  - Failed RPM Limit
  - Internal Gear Ratio Thresholds
  - In Gear Voltages
  - Top Gear
- PALMERSPORT LINK
  - Link Fail Time
  - Latitude Origin
  - Longitude Origin
  - Latitude Scaling
  - Longitude Scaling
- PI LINK
  - Link Fail Time
- R2 SIGMA LINK
  - Link Fail Time
  - ENGINECOOLANTTEMPERATURE CHANNEL
  - ENGINEOILPRESSURETELLTALE CHANNEL
- R2 EPAS LINK
  - EPAS Fixed Speed Breakpoints
  - EPAS Fixed Speed
- TMC EPAS LINK
  - TMC EPAS Mode
  - VARIABLE SPEED MODE
  - THRESHOLD MODE
- DYNAMOMETER CONTROL UNIT LINK
  - DCU Link Fail Time

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

(All Parameters Start Page 134)

- USER DEFINED DATASTREAM
  - User Defined CAN Datastream Transmit Sequence Table
  - User Defined CAN Datastream Arbitration Identifiers Table
  - User Defined CAN Datastream Data Length Table
  - User Defined CAN Datastream Data Channels Long Table
  - User Defined CAN Datastream Data Channels Word Table
  - User Defined CAN Datastream Data Channels Byte Table
  - User Defined CAN Datastream Byte Layout
  - User Defined CAN Datastream Number of Packet Types
  - User Defined CAN Datastream Arbitration Offset Allocation
  - CAN SETUP
    - User Defined CAN Datastream Bit Rate
    - User Defined CAN Datsream Transmit Buffer
- USER DEFINED DATASTREAM TWO
  - User Defined CAN Datastream Transmit Sequence Table TWO
  - User Defined CAN Datastream Arbitration Identifiers Table TWO
  - User Defined CAN Datastream Data Length Table TWO
  - User Defined CAN Datastream Data Channels Long Table TWO
  - User Defined CAN Datastream Data Channels Word Table TWO
  - User Defined CAN Datastream Data Channels Byte Table TWO
  - User Defined CAN Datastream Byte Layout TWO
  - User Defined CAN Datastream Number of Packet Types TWO
  - User Defined CAN Datastream Arbitration Offset Allocation TWO
  - CAN SETUP TWO
    - User Defined CAN Datastream Bit Rate TWO
    - User Defined CAN Datsream Transmit Buffer TWO

- SERIAL DATASTREAM
  - Default Communication Mode
  - Enable Fuel Used on Stack Datastreams
  - Replace TPS Channel With PPS
  - USER-DEFINED CHANNELS
    - Pi Sys Datastream UDWORD Channel IDs
    - Pi Sys Datastream UDWORD Channel Types
    - Pi Sys Datastream UDBYTE Channel IDs
    - Sigma Datastream UDWORD Channel IDs
    - Sigma Datastream UDWORD Channel Types
    - Sigma Datastream UDBYTE Channel IDs
  - DELTA STREAM ALARMS
    - Low Engine Oil Pressure Alarm Threshold
    - Low Fuel Pressure Alarm Threshold
    - High Water Temperature Alarm Threshold
    - High Engine Oil Temperature Alarm Threshold

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

(All Parameters Start Page 134)

- SHIFT LIGHTS
  - Gear Change Lamp One Turn On Speed
  - First Shift Light Offset
- INERTIAL MOTION UNIT
  - IMU Roll Offset
  - IMU Communication Timeout
- NMEA GPS DATASTREAM
  - NMEA Baud Rate
- PEU DATASTREAM
  - PEU Datastream Timeout
- SERIAL DASH SETUP
  - Default Communication Mode
  - DASH SETUP
    - Dash Type
    - Button Configuration
    - Secondary Button Function Configuration
    - Shift Light Thresholds
    - Shift Light Flash Threshold
    - Moving Speed Threshold
    - EOL Dash Hold Time
    - XSPORT DASH
      - Shift Light Configuration
      - XSport Dash Brightness
    - DISPLAY UNITS AND DECIMAL PLACES CONFIGURATION
      - TEMPERATURES
        - AMBIENT AIR TEMPERATURE
          - AAT Units
          - AAT Decimal Places
        - AIR CHARGE TEMPERATURE
          - ACT Units
          - ACT Decimal Places
        - DIFFERENTIAL TEMPERATURES
          - FRONT DIFFERENTIAL TEMPERATURE
            - FDT Units
            - FDT Decimal Places
          - REAR DIFFERENTIAL TEMPERATURE
            - RDT Units
            - RDT Decimal Places
        - ENGINE COOLANT TEMPERATURE
          - ECT Units
          - ECT Decimal Places
        - ENGINE COOLANT IN TEMPERATURE
          - ECT In Units
          - ECT In Decimal Places
        - ENGINE CONTROL UNIT TEMPERATURE
          - ECUT Units
          - ECUT Decimal Places

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

(All Parameters Start Page 134)

- ENGINE OIL TEMPERATURE
  - EOT Units
  - EOT Decimal Places
- ENGINE OIL IN TEMPERATURE
  - EOT In Units
  - EOT In Decimal Places
- FUEL TEMPERATURE
  - FT Units
  - FT Decimal Places
- GEARBOX TEMPERATURE
  - GBT Units
  - GBT Decimal Places
- THERMOCOUPLE ONE
  - TEX1 Units
  - TEX1 Decimal Places
- THERMOCOUPLE TWO
  - TEX2 Units
  - TEX2 Decimal Places

- PRESSURES
  - BATROMETRIC ATMOSPHERIC PRESSURE
    - BAP Units
    - BAP Decimal Places
  - BRAKE PRESSURES
    - FRONT LEFT BRAKE PRESSURE
      - Front Left Brake Pressure Units
      - Front Left Brake Pressure Decimal Places
    - FRONT RIGHT BRAKE PRESSURE
      - Front Right Brake Pressure Units
      - Front Right Brake Pressure Decimal Places
    - REAR LEFT BRAKE PRESSURE
      - Rear Left Brake Pressure Units
      - Rear Left Brake Pressure Decimal Places
    - REAR RIGHT BRAKE PRESSURE
      - Rear Right Brake Pressure Units
      - Rear Right Brake Pressure Decimal Places
  - CRANK CASE PRESSURE
    - CCP Units
    - CCP Decimal Places
  - ENGINE COOLANT PRESSURE
    - ECP Units
    - ECP Decimal Places
  - ENGINE OIL PRESSURE
    - EOP Units
    - EOP Decimal Places

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

(All Parameters Start Page 134)

- ENGINE OIL PRESSURE SCAVENGE
  - EOP Scavenge Units
  - EOP Scavenge Decimal Places
- FUEL PRESSURE
  - FP Units
  - FP Decimal Places
- FUEL RAIL PRESSURE
  - FRP Units
  - FRP Decimal Places
- MANIFOLD ABSOLUTE PRESSURE
  - MAP Units
  - MAP Decimal Places
- MANIFOLD ABSOLUTE PRESSURE TWO
  - MAP2 Units
  - MAP2 Decimal Places
- POST RESTRICTOR PRESSURE
  - PRP Units
  - PRP Decimal Places
- SPARE PRESSURE ONE
  - SPP1 Units
  - SPP1 Decimal Places
- TRANSMISSION PRESSURES (BLIPPER, CLUTCH, DOWNSHIFT, UPSHIFT, SYSTEM)
  - BLIPPER PRESSURE
    - Blipper Pressure Units
    - Blipper Pressure Decimal Places
  - CLUTCH PRESSURE
    - Clutch Pressure Units
    - Clutch Pressure Decimal Places
  - DOWNSHIFT PRESSURE
    - Downshift Pressure Units
    - Downshift Pressure Decimal Places
  - UPSHIFT PRESSURE
    - Upshift Pressure Units
    - Upshift Pressure Decimal Places
  - SYSTEM PRESSURE
    - System Pressure Units
    - System Pressure Decimal Places
- WASTEGATE PRESSURE
  - Wastegate Pressure Units
  - Wastegate Pressure Decimal Places

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

(All Parameters Start Page 134)

- DISPLACEMENTS
  - CLUTCH DISPLACEMENT
    - Clutch Displacement Units
    - Clutch Displacement Decimal Places
  - DAMPER DISPLACEMENTS (X_FL_DAMPER, X_FR_DAMPER, X_RL_DAMPER, X_RR_DAMPER,)
    - FRONT DAMPER DISPLACEMENT
      - Front Damper Displacement Units
      - Front Damper Displacement Decimal Places
    - FRONT LEFT DAMPER DISPLACEMENT
      - Front Left Damper Displacement Units
      - Front Left Damper Displacement Decimal Places
    - FRONT RIGHT DAMPER DISPLACEMENT
      - Front Right Damper Displacement Units
      - Front Right Damper Displacement Decimal Places
    - REAR DAMPER DISPLACEMENT
      - Rear Damper Displacement Units
      - Rear Damper Displacement Decimal Places
    - REAR LEFT DAMPER DISPLACEMENT
      - Rear Left Damper Displacement Units
      - Rear Left Damper Displacement Decimal Places
    - REAR RIGHT DAMPER DISPLACEMENT
      - Rear Right Damper Displacement Units
      - Rear Right Damper Displacement Decimal Places
  - SPEEDS
    - ENGINE SPEED
      - Engine RPM Filter
    - WHEEL SPEEDS
      - Front Wheel Speed Units
      - Front Left Wheel Speed Units
      - Front Right Wheel Speed Units
      - Rear Wheel Speed Units
      - Rear Left Wheel Speed Units
      - Rear Right Wheel Speed Units
    - VEHICLE SPEED
      - Vehicle Speed Units
  - VOLTAGES
    - BATTERY VOLTAGE
      - Battery Voltage Decimal Places

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

(All Parameters Start Page 134)

- PAGE SETUP
  - Dash Fields
  - Page Availability
  - USER DEFINED DASH SOURCES
    - UD DASHFIELD ONE (UD 1)
      - User Defined Dash Source One Index
      - User Defined Dash Source One Transform
      - User Defined Dash Source One Decimal Places
      - User Defined Dash Source One Gain
      - User Defined Dash Source One Offset
      - User Defined Dash Source One Label
    - UD DASHFIELD TWO (UD 2)
      - User Defined Dash Source Two Index
      - User Defined Dash Source Two Transform
      - User Defined Dash Source Two Decimal Places
      - User Defined Dash Source Two Gain
      - User Defined Dash Source Two Offset
      - User Defined Dash Source Two Label
    - UD DASHFIELD THREE (UD 3)
      - User Defined Dash Source Three Index
      - User Defined Dash Source Three Transform
      - User Defined Dash Source Three Decimal Places
      - User Defined Dash Source Three Gain
      - User Defined Dash Source Three Offset
      - User Defined Dash Source Three Label
    - UD DASHFIELD FOUR (UD 4)
      - User Defined Dash Source Four Index
      - User Defined Dash Source Four Transform
      - User Defined Dash Source Four Decimal Places
      - User Defined Dash Source Four Gain
      - User Defined Dash Source Four Offset
      - User Defined Dash Source Four Label
    - UD DASHFIELD FIVE (UD 5)
      - User Defined Dash Source Five Index
      - User Defined Dash Source Five Transform
      - User Defined Dash Source Five Decimal Places
      - User Defined Dash Source Five Gain
      - User Defined Dash Source Five Offset
      - User Defined Dash Source Five Label

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

(All Parameters Start Page 134)

- ALARM SETUP
  - Alarm Priority Table
  - TEMPERATURE ALARMS
    - TEMPERATURE ALARM ONE
      - Temperature Alarm One Input Channel
      - Temperature Alarm One Threshold
      - Temperature Alarm One Threshold Condition
      - Temperature Alarm One Threshold Adjustment
      - Temperature Alarm One Glitch Time
      - Temperature Alarm One Self Cancel Time
      - Temperature Alarm One Engine Speed Qualifer
      - Temperature Alarm One Vehicle Speed Qualifer
      - Temperature Alarm One Display Text
    - TEMPERATURE ALARM TWO
      - Temperature Alarm Two Input Channel
      - Temperature Alarm Two Threshold
      - Temperature Alarm Two Threshold Condition
      - Temperature Alarm Two Threshold Adjustment
      - Temperature Alarm Two Glitch Time
      - Temperature Alarm Two Self Cancel Time
      - Temperature Alarm Two Engine Speed Qualifer
      - Temperature Alarm Two Vehicle Speed Qualifer
      - Temperature Alarm Two Display Text
    - TEMPERATURE ALARM THREE
      - Temperature Alarm Three Input Channel
      - Temperature Alarm Three Threshold
      - Temperature Alarm Three Threshold Condition
      - Temperature Alarm Three Threshold Adjustment
      - Temperature Alarm Three Glitch Time
      - Temperature Alarm Three Self Cancel Time
      - Temperature Alarm Three Engine Speed Qualifer
      - Temperature Alarm Three Vehicle Speed Qualifer
      - Temperature Alarm Three Display Text
    - TEMPERATURE ALARM FOUR
      - Temperature Alarm Four Input Channel
      - Temperature Alarm Four Threshold
      - Temperature Alarm Four Threshold Condition
      - Temperature Alarm Four Threshold Adjustment
      - Temperature Alarm Four Glitch Time
      - Temperature Alarm Four Self Cancel Time
      - Temperature Alarm Four Engine Speed Qualifer
      - Temperature Alarm Four Vehicle Speed Qualifer
      - Temperature Alarm Four Display Text

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

(All Parameters Start Page 134)

- TEMPERATURE ALARM FIVE
  - Temperature Alarm Five Input Channel
  - Temperature Alarm Five Threshold
  - Temperature Alarm Five Threshold Condition
  - Temperature Alarm Five Threshold Adjustment
  - Temperature Alarm Five Glitch Time
  - Temperature Alarm Five Self Cancel Time
  - Temperature Alarm Five Engine Speed Qualifer
  - Temperature Alarm Five Vehicle Speed Qualifer
  - Temperature Alarm Five Display Text
- PRESSURE ALARMS
  - PRESSURE ALARM ONE
    - Pressure Alarm One Input Channel
    - Pressure Alarm One Threshold
    - Pressure Alarm One Threshold Condition
    - Pressure Alarm One Threshold Adjustment
    - Pressure Alarm One Glitch Time
    - Pressure Alarm One Self Cancel Time
    - Pressure Alarm One Engine Speed Qualifer
    - Pressure Alarm One Vehicle Speed Qualifer
    - Pressure Alarm One Display Text
  - PRESSURE ALARM TWO
    - Pressure Alarm Two Input Channel
    - Pressure Alarm Two Threshold
    - Pressure Alarm Two Threshold Condition
    - Pressure Alarm Two Threshold Adjustment
    - Pressure Alarm Two Glitch Time
    - Pressure Alarm Two Self Cancel Time
    - Pressure Alarm Two Engine Speed Qualifer
    - Pressure Alarm Two Vehicle Speed Qualifer
    - Pressure Alarm Two Display Text
  - PRESSURE ALARM THREE
    - Pressure Alarm Three Input Channel
    - Pressure Alarm Three Threshold
    - Pressure Alarm Three Threshold Condition
    - Pressure Alarm Three Threshold Adjustment
    - Pressure Alarm Three Glitch Time
    - Pressure Alarm Three Self Cancel Time
    - Pressure Alarm Three Engine Speed Qualifer
    - Pressure Alarm Three Vehicle Speed Qualifer
    - Pressure Alarm Three Display Text

- PRESSURE ALARM FOUR
  - Pressure Alarm Four Input Channel
  - Pressure Alarm Four Threshold
  - Pressure Alarm Four Threshold Condition
  - Pressure Alarm Four Threshold Adjustment
  - Pressure Alarm Four Glitch Time
  - Pressure Alarm Four Self Cancel Time
  - Pressure Alarm Four Engine Speed Qualifer
  - Pressure Alarm Four Vehicle Speed Qualifer
  - Pressure Alarm Four Display Text
- PRESSURE ALARM FIVE
  - Pressure Alarm Five Input Channel
  - Pressure Alarm Five Threshold
  - Pressure Alarm Five Threshold Condition
  - Pressure Alarm Five Threshold Adjustment
  - Pressure Alarm Five Glitch Time
  - Pressure Alarm Five Self Cancel Time
  - Pressure Alarm Five Engine Speed Qualifer
  - Pressure Alarm Five Vehicle Speed Qualifer
  - Pressure Alarm Five Display Text

- SPEED ALARMS
  - SPEED ALARM ONE
    - Speed Alarm One Input Channel
    - Speed Alarm One Threshold
    - Speed Alarm One Threshold Condition
    - Speed Alarm One Threshold Adjustment
    - Speed Alarm One Glitch Time
    - Speed Alarm One Self Cancel Time
    - Speed Alarm One Engine Speed Qualifer
    - Speed Alarm One Vehicle Speed Qualifer
    - Speed Alarm One Display Text
  - SPEED ALARM TWO
    - Speed Alarm Two Input Channel
    - Speed Alarm Two Threshold
    - Speed Alarm Two Threshold Condition
    - Speed Alarm Two Threshold Adjustment
    - Speed Alarm Two Glitch Time
    - Speed Alarm Two Self Cancel Time
    - Speed Alarm Two Engine Speed Qualifer
    - Speed Alarm Two Vehicle Speed Qualifer
    - Speed Alarm Two Display Text

- SPEED ALARM THREE
  - Speed Alarm Three Input Channel
  - Speed Alarm Three Threshold
  - Speed Alarm Three Threshold Condition
  - Speed Alarm Three Threshold Adjustment
  - Speed Alarm Three Glitch Time
  - Speed Alarm Three Self Cancel Time
  - Speed Alarm Three Engine Speed Qualifer
  - Speed Alarm Three Vehicle Speed Qualifer
  - Speed Alarm Three Display Text
- SPEED ALARM FOUR
  - Speed Alarm Four Input Channel
  - Speed Alarm Four Threshold
  - Speed Alarm Four Threshold Condition
  - Speed Alarm Four Threshold Adjustment
  - Speed Alarm Four Glitch Time
  - Speed Alarm Four Self Cancel Time
  - Speed Alarm Four Engine Speed Qualifer
  - Speed Alarm Four Vehicle Speed Qualifer
  - Speed Alarm Four Display Text
- SPEED ALARM FIVE
  - Speed Alarm Five Input Channel
  - Speed Alarm Five Threshold
  - Speed Alarm Five Threshold Condition
  - Speed Alarm Five Threshold Adjustment
  - Speed Alarm Five Glitch Time
  - Speed Alarm Five Self Cancel Time
  - Speed Alarm Five Engine Speed Qualifer
  - Speed Alarm Five Vehicle Speed Qualifer
  - Speed Alarm Five Display Text
- DISPLACEMENT ALARMS
  - DISPLACEMENT ALARM ONE
    - Displacement Alarm One Input Channel
    - Displacement Alarm One Threshold
    - Displacement Alarm One Threshold Condition
    - Displacement Alarm One Threshold Adjustment
    - Displacement Alarm One Glitch Time
    - Displacement Alarm One Self Cancel Time
    - Displacement Alarm One Engine Speed Qualifer
    - Displacement Alarm One Vehicle Speed Qualifer
    - Displacement Alarm One Display Text

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

(All Parameters Start Page 134)

- DISPLACEMENT ALARM TWO
  - Displacement Alarm Two Input Channel
  - Displacement Alarm Two Threshold
  - Displacement Alarm Two Threshold Condition
  - Displacement Alarm Two Threshold Adjustment
  - Displacement Alarm Two Glitch Time
  - Displacement Alarm Two Self Cancel Time
  - Displacement Alarm Two Engine Speed Qualifer
  - Displacement Alarm Two Vehicle Speed Qualifer
  - Displacement Alarm Two Display Text
- DISPLACEMENT ALARM THREE
  - Displacement Alarm Three Input Channel
  - Displacement Alarm Three Threshold
  - Displacement Alarm Three Threshold Condition
  - Displacement Alarm Three Threshold Adjustment
  - Displacement Alarm Three Glitch Time
  - Displacement Alarm Three Self Cancel Time
  - Displacement Alarm Three Engine Speed Qualifer
  - Displacement Alarm Three Vehicle Speed Qualifer
  - Displacement Alarm Three Display Text
- DISPLACEMENT ALARM FOUR
  - Displacement Alarm Four Input Channel
  - Displacement Alarm Four Threshold
  - Displacement Alarm Four Threshold Condition
  - Displacement Alarm Four Threshold Adjustment
  - Displacement Alarm Four Glitch Time
  - Displacement Alarm Four Self Cancel Time
  - Displacement Alarm Four Engine Speed Qualifer
  - Displacement Alarm Four Vehicle Speed Qualifer
  - Displacement Alarm Four Display Text

- DISPLACEMENT ALARM FIVE
  - Displacement Alarm Five Input Channel
  - Displacement Alarm Five Threshold
  - Displacement Alarm Five Threshold Condition
  - Displacement Alarm Five Threshold Adjustment
  - Displacement Alarm Five Glitch Time
  - Displacement Alarm Five Self Cancel Time
  - Displacement Alarm Five Engine Speed Qualifer
  - Displacement Alarm Five Vehicle Speed Qualifer
  - Displacement Alarm Five Display Text

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

(All Parameters Start Page 134)

- MISCELLANEOUS ALARMS
  - BATTERY VOLTAGE ALARM
    - Battery Voltage Alarm Input Channel
    - Battery Voltage Alarm Threshold
    - Battery Voltage Alarm Threshold Condition
    - Battery Voltage Alarm Threshold Adjustment
    - Battery Voltage Alarm Glitch Time
    - Battery Voltage Alarm Self Cancel Time
    - Battery Voltage Alarm Engine Speed Qualifer
    - Battery Voltage Alarm Vehicle Speed Qualifer
    - Battery Voltage Alarm Display Text
  - MISCELLANEOUS ALARM TWO
    - Miscellaneous Alarm Two Input Channel
    - Miscellaneous Alarm Two Threshold
    - Miscellaneous Alarm Two Threshold Condition
    - Miscellaneous Alarm Two Threshold Adjustment
    - Miscellaneous Alarm Two Glitch Time
    - Miscellaneous Alarm Two Self Cancel Time
    - Miscellaneous Alarm Two Engine Speed Qualifer
    - Miscellaneous Alarm Two Vehicle Speed Qualifer
    - Miscellaneous Alarm Two Display Text
  - MISCELLANEOUS ALARM THREE
    - Miscellaneous Alarm Three Input Channel
    - Miscellaneous Alarm Three Threshold
    - Miscellaneous Alarm Three Threshold Condition
    - Miscellaneous Alarm Three Threshold Adjustment
    - Miscellaneous Alarm Three Glitch Time
    - Miscellaneous Alarm Three Self Cancel Time
    - Miscellaneous Alarm Three Engine Speed Qualifer
    - Miscellaneous Alarm Three Vehicle Speed Qualifer
    - Miscellaneous Alarm Three Display Text
  - MISCELLANEOUS ALARM FOUR
    - Miscellaneous Alarm Four Input Channel
    - Miscellaneous Alarm Four Threshold
    - Miscellaneous Alarm Four Threshold Condition
    - Miscellaneous Alarm Four Threshold Adjustment
    - Miscellaneous Alarm Four Glitch Time
    - Miscellaneous Alarm Four Self Cancel Time
    - Miscellaneous Alarm Four Engine Speed Qualifer
    - Miscellaneous Alarm Four Vehicle Speed Qualifer
    - Miscellaneous Alarm Four Display Text

- MISCELLANEOUS ALARM FIVE
  - Miscellaneous Alarm Five Input Channel
  - Miscellaneous Alarm Five Threshold
  - Miscellaneous Alarm Five Threshold Condition
  - Miscellaneous Alarm Five Threshold Adjustment
  - Miscellaneous Alarm Five Glitch Time
  - Miscellaneous Alarm Five Self Cancel Time
  - Miscellaneous Alarm Five Engine Speed Qualifer
  - Miscellaneous Alarm Five Vehicle Speed Qualifer
  - Miscellaneous Alarm Five Display Text
- ECU ERROR ALARMS
  - ECU Errors Alarm Enable
  - ECU Errors Alarm Display Text
- NOTIFICATION SETUP
  - Notification Sources
  - Notification Display Duration
  - Notification Display Text

INPUT FUNCTIONS

- CALIBRATION POT
  - Cal Pot Calibration Select
- CALIBRATION SWITCH BY GEAR
  - Enable Cal From Gear Position
  - Cal Select Per Gear
- PUSH TO PASS SWITCH
  - Push to Pass Calibration
  - Push to Pass Minimum On Time Per Press
  - Push to Pass Maximum On Time Per Press
  - Push to Pass Disable Time After Each Press
  - Push to Pass Engine Speed Threshold Offset
  - Push to Pass RPM Qualified Timer
- RESET CONTROL
  - Push to Pass Maximum Enable Count
  - Push to Pass Maximum Enable Time
  - Push to Pass Minimum Reset Time Before Reload
- OIL PRESSURE CUT ENABLE
  - Low Oil Pressure Engine Cut Enable
- GEAR CUT CONTROL
  - Calibration Selection
  - AGS Gearbox Enable

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

(All Parameters Start Page 134)

- CALIBRATION SWITCH
  - Calibration Switch Maximum Endstop
  - Calibration Switch Minimum Endstop
  - Calibration Switch Action At Min And Max
  - CAL Restart Position
  - CAL Pot Change Notification on Serial Stream Enable
  - CAL Pot Change Notification on Serial Stream Time
  - SAMPLING
    - Calibration Switch Sample Rate
    - Calibration Switch Debounce Samples
- DIGITAL PPS2
  - PPS2 Digital Input Averaging
- ENGINE KILL SWITCH
  - Engine Kill Switch Timer
  - Allow Restart After Engine Killed
  - SAMPLING
    - Engine Kill Switch Sample Rate
    - Engine Kill Switch Debounce Samples
- EXTERNAL REV CUT SWITCH
  - External Rev Cut Speed
  - SAMPLING
    - External Rev Cut Switch Sample Rate
    - External Rev Cut Switch Debounce Samples
- FAN OVERRIDE SWITCH
  - Fan Override Switch Sample Rate
  - Fan Override Debounce Samples
  - Fan Override Maximum Time
  - Fan Override Stuck Switch Detection Time
- FUEL CONSUMPTION CLEAR SWITCH
  - Fuel Consumption Clear Switch Delay Time
  - SAMPLING
    - Fuel Consumption Clear Switch Sample Rate
    - Fuel Consumption Clear Switch Debounce Samples

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

(All Parameters Start Page 134)

- GEAR CUT CONTROL
  - Overall Transmission Control Mode
  - LEGACY GEARCUT
    - Gear Change Time
    - Gear Change Upshift Load Cell Threshold
    - Gear Change Downshift Load Cell Threshold
    - Gear Change Load Cell Inversion
    - Gear Upshift Throttle Threshold
    - Gear Change Debounce
    - Gear Change One-Shot
    - Gear Upshift Torque Reduction
    - Gear Upshift Fuel Multiplier
    - Gear Upshift Ignition Retard
    - Gear Upshift Ignition Advance Rate
    - Gear Upshift Ignition Cut
    - Gear Upshift Rev Limit Mask Time
  - BASIC GEARCUT
    - Minimum RPM for Cut
    - Minimum TPS for Cut
    - OPEN LOOP PARAMETERS
      - Delay Time
      - Manual Change Cut Time
      - Severity
      - Mode
      - Fuel Multiplier
      - Main Cut Ignition Map
      - Main Cut Ignition Gear Adder
      - Ignition Advance Rate
      - Auto Change Cut Time
  - ADVANCED GEAR CUT CONTROL
    - Minimum RPM for Cut
    - Minimum TPS for Cut
    - AGS Gearbox Enable
    - Calibration Selection
    - CLOSED LOOP PARAMETERS
      - Full Power Retry Time
      - Throttle Threshold for Closed Loop Failures
      - Maximum Failures
      - Disable Full Power Retry

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

(All Parameters Start Page 134)

- UP SHIFT
  - GEAR GROUP 1
    - RAMP OUT STAGES
      - Ramp Out Stage One Time
      - Ramp Out Stage One Severity
      - Ramp Out Stage One Mode
      - Ramp Out Stage One Fuel Multiplier
      - Ramp Out Stage One Ignition Retard
      - Ramp Out Stage Two Time
      - Ramp Out Stage Two Severity
      - Ramp Out Stage Two Mode
      - Ramp Out Stage Two Fuel Multiplier
      - Ramp Out Stage Two Ignition Retard
    - MAIN CUT STAGE
      - MAIN CUT TIMES
        - Manual Change Open Loop Main Cut Max Time
        - Manual Change Closed Loop Main Cut Max Time
        - Auto Change Main Cut Max Time
      - Main Cut Severity
      - Main Cut Mode
      - Main Cut Fuel Multiplier
      - Main Cut Ignition Map
      - Main Cut Ignition Gear Adder
      - Main Cut Ignition Advance Rate
    - RAMP IN STAGES
      - Ramp In Stage One Time
      - Ramp In Stage One Severity
      - Ramp In Stage One Mode
      - Ramp In Stage One Fuel Multiplier
      - Ramp In Stage One Ignition Retard
      - Ramp In Stage One Ignition Advance Rate
      - Ramp In Stage Two Time
      - Ramp In Stage Two Severity
      - Ramp In Stage Two Mode
      - Ramp In Stage Two Fuel Multiplier
      - Ramp In Stage Two Ignition Retard
      - Ramp In Stage Two Ignition Advance Rate

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

(All Parameters Start Page 134)

- GEAR GROUP 2
  - RAMP OUT STAGES
    - Ramp Out Stage One Time
    - Ramp Out Stage One Severity
    - Ramp Out Stage One Mode
    - Ramp Out Stage One Fuel Multiplier
    - Ramp Out Stage One Ignition Retard
    - Ramp Out Stage Two Time
    - Ramp Out Stage Two Severity
    - Ramp Out Stage Two Mode
    - Ramp Out Stage Two Fuel Multiplier
    - Ramp Out Stage Two Ignition Retard
  - MAIN CUT STAGE
    - MAIN CUT TIMES
      - Manual Change Open Loop Main Cut Max Time
      - Manual Change Closed Loop Main Cut Max Time
      - Auto Change Main Cut Max Time
    - Main Cut Severity
    - Main Cut Mode
    - Main Cut Fuel Multiplier
    - Main Cut Ignition Map
    - Main Cut Ignition Gear Adder
    - Main Cut Ignition Advance Rate
  - RAMP IN STAGES
    - Ramp In Stage One Time
    - Ramp In Stage One Severity
    - Ramp In Stage One Mode
    - Ramp In Stage One Fuel Multiplier
    - Ramp In Stage One Ignition Retard
    - Ramp In Stage One Ignition Advance Rate
    - Ramp In Stage Two Time
    - Ramp In Stage Two Severity
    - Ramp In Stage Two Mode
    - Ramp In Stage Two Fuel Multiplier
    - Ramp In Stage Two Ignition Retard
    - Ramp In Stage Two Ignition Advance Rate

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

(All Parameters Start Page 134)

- DOWN SHIFT
  - GEAR GROUP 1
    - RAMP OUT STAGES
      - Ramp Out Stage One Time
      - Ramp Out Stage One Severity
      - Ramp Out Stage One Mode
      - Ramp Out Stage One Fuel Multiplier
      - Ramp Out Stage One Ignition Retard
      - Ramp Out Stage Two Time
      - Ramp Out Stage Two Severity
      - Ramp Out Stage Two Mode
      - Ramp Out Stage Two Fuel Multiplier
      - Ramp Out Stage Two Ignition Retard
    - MAIN CUT STAGE
      - MAIN CUT TIMES
        - Manual Change Open Loop Main Cut Max Time
        - Manual Change Closed Loop Main Cut Max Time
        - Auto Change Main Cut Max Time
      - Main Cut Severity
      - Main Cut Mode
      - Main Cut Fuel Multiplier
      - Main Cut Ignition Retard
      - Main Cut Ignition Advance Rate
    - RAMP IN STAGES
      - Ramp In Stage One Time
      - Ramp In Stage One Severity
      - Ramp In Stage One Mode
      - Ramp In Stage One Fuel Multiplier
      - Ramp In Stage One Ignition Retard
      - Ramp In Stage One Ignition Advance Rate
      - Ramp In Stage Two Time
      - Ramp In Stage Two Severity
      - Ramp In Stage Two Mode
      - Ramp In Stage Two Fuel Multiplier
      - Ramp In Stage Two Ignition Retard
      - Ramp In Stage Two Ignition Advance Rate

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

(All Parameters Start Page 134)

- GEAR GROUP 2
  - RAMP OUT STAGES
    - Ramp Out Stage One Time
    - Ramp Out Stage One Severity
    - Ramp Out Stage One Mode
    - Ramp Out Stage One Fuel Multiplier
    - Ramp Out Stage One Ignition Retard
    - Ramp Out Stage Two Time
    - Ramp Out Stage Two Severity
    - Ramp Out Stage Two Mode
    - Ramp Out Stage Two Fuel Multiplier
    - Ramp Out Stage Two Ignition Retard
  - MAIN CUT STAGE
    - MAIN CUT TIMES
      - Manual Change Open Loop Main Cut Max Time
      - Manual Change Closed Loop Main Cut Max Time
      - Auto Change Main Cut Max Time
    - Main Cut Severity
    - Main Cut Mode
    - Main Cut Fuel Multiplier
    - Main Cut Ignition Retard
    - Main Cut Ignition Advance Rate
  - RAMP IN STAGES
    - Ramp In Stage One Time
    - Ramp In Stage One Severity
    - Ramp In Stage One Mode
    - Ramp In Stage One Fuel Multiplier
    - Ramp In Stage One Ignition Retard
    - Ramp In Stage One Ignition Advance Rate
    - Ramp In Stage Two Time
    - Ramp In Stage Two Severity
    - Ramp In Stage Two Mode
    - Ramp In Stage Two Fuel Multiplier
    - Ramp In Stage Two Ignition Retard
    - Ramp In Stage Two Ignition Advance Rate
- MANUAL DOWNSHIFT THROTTLE BLIP
  - Enable Blipped Manual DownShift
  - Manual DownShift Blip Extend Time
  - Gear Group 1 Fly-by-Wire Throttle Blip Demand
  - Gear Group 2 Fly-by-Wire Throttle Blip Demand

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

(All Parameters Start Page 134)

- ANTI PUSH ON BLIP
  - Blip TPS Cut_Enable
  - BLIP SETUP
    - BEFORE SHIFT
      - Blip TPS Cut_Blipper Open TPS Threshold To Start Shift
      - Blip TPS Cut_Max Wait For Blip Open Start Shift Timeout
      - Blip TPS Cut_DownShift Valve Delay
      - Blip TPS Cut_Max Wait For Gear Voltage To Reach Target Timeout
    - AFTER SHIFT
      - Blipper Fail TPS Check Enable
      - Blipper Fail Reset Using Manual Mode Enable
      - Blip TPS Cut_Blipper Fail TPS Threshold
      - Blip TPS Cut_Max Wait For TPS To Reach Fail TPS Value After Blipper On
      - Blip TPS Cut_Driver Disable Cut TPS Threshold
      - Blip TPS Cut_Driver Reenable Cut TPS Threshold
      - Blip TPS Cut_End Cut TPS Threshold
  - ANTI PUSH ON CUT
    - GEAR GROUP 1
      - BEFORE SHIFT
        - Blip TPS Cut_Gear Group 1 Before Shift Ignition Retard
        - Blip TPS Cut_Gear Group 1 Before Shift Fuel Multiplier
        - Blip TPS Cut_Gear Group 1 Before Shift Mode
        - Blip TPS Cut_Gear Group 1 Before Shift Severity
      - AFTER SHIFT
        - Blip TPS Cut_Gear Group 1 After Shift Ignition Retard
        - Blip TPS Cut_Gear Group 1 After Shift Fuel Multiplier
        - Blip TPS Cut_Gear Group 1 After Shift Mode
        - Blip TPS Cut_Gear Group 1 After Shift Severity
    - GEAR GROUP 2
      - BEFORE SHIFT
        - Blip TPS Cut_Gear Group 2 Before Shift Ignition Retard
        - Blip TPS Cut_Gear Group 2 Before Shift Fuel Multiplier
        - Blip TPS Cut_Gear Group 2 Before Shift Mode
        - Blip TPS Cut_Gear Group 2 Before Shift Severity
      - AFTER SHIFT
        - Blip TPS Cut_Gear Group 2 After Shift Ignition Retard
        - Blip TPS Cut_Gear Group 2 After Shift Fuel Multiplier
        - Blip TPS Cut_Gear Group 2 After Shift Mode
        - Blip TPS Cut_Gear Group 2 After Shift Severity
- NORMAL BLIP
  - Blip TPS Cut_DownShift Valve Delay
  - Blip TPS Cut_Max Wait For Gear Voltage To Reach Target Timeout

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

(All Parameters Start Page 134)

- GEAR CUT SETUP
  - Minimum Active Time for Trigger Switches
  - Min Time to Input Stacked Shifts
  - MANUAL UPSHIFT SWITCH
    - Switch Point
  - MANUAL DOWNSHIFT SWITCH
    - Switch Point
  - GEAR CUT LOADCELL
    - Switch Point Up Shift
    - Switch Point Down Shift
    - Switch Point Hysteresis
    - Switch Polarity
    - Mask Time
    - Gear Cut Abort Time
    - Mask Time After Gear Cut Abort
  - THROTTLE TRIGGER SETUP
    - Throttle Trigger Enable Speed
    - Throttle Trigger Arm Angle
    - Throttle Trigger Set Angle
    - Throttle Trigger Cancel Angle
    - Throttle Trigger Enable Rate
- LAP BEACON
  - Lap Beacon Mask Time
  - GPS LAP BEACON
    - Lap Beacon Source
    - GPS Beacon Entry Method
    - Manually Entered GPS Beacon Coords
    - GPS Beacon Radius
    - Lap Distance Source
- LEAN ANGLE
  - Lean Angle Primary Source
  - Lean Angle From filtered Vert Accel
  - Number of Samples For Filtered Vertical Accel
- PIT LANE SPEED LIMIT
  - Pit Lane Speed Wheel Select
  - Pit Lane Speed Limit
  - Pit Lane Speed Catch Speed
  - Pit Lane Minimum Engine Speed Threshold
  - Pit Lane Speed Stuck Switch Detection Threshold
  - Pit Lane Speed Cut Type
  - Pit Lane Speed Switch Latch Enable
  - Pit Lane Speed Switch Initial Value
  - Pit Lane FBW Request at No Cut
  - Pit Lane PPS to TPS Cal Select

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

(All Parameters Start Page 134)

- SPEED CALCULATION PARAMETERS
  - Pit Lane Calculated Speed Scaling
  - Pit Lane Calculated Speed Period
  - Pit Lane Speed Filter
- PROPORTIONAL CLOSED LOOP TORQUE REDUCTION
  - Pit Lane Speed Torque Reduction Base
  - Pit Lane Speed Torque Reduction Maximum
  - Pit Lane Speed Torque Reduction Minimum
  - Pit Lane Speed Torque Reduction Ramp Out
  - Pit Lane Speed Proportional Gain
  - Pit Lane Speed Integral Gain
  - Pit Lane Speed Integral Maximum
  - Pit Lane Speed Integral Minimum
- STEPPED TORQUE REDUCTION WITH SPARK
  - Pit Lane Speed Torque Reduction Table
  - Pit Lane Speed Absolute Ign Angle
  - Pit Lane Speed Enable Ignition Correction
  - Pit Lane Speed Stepped Torque Reduction Ramp In Rate
  - Pit Lane Speed Ignition Ramp In Rate
- SAMPLING
  - Pit Speed Limiter Switch Debounce Samples

- RAIN LIGHT SWITCH
  - Rain Light Switch Latch Enable
  - SAMPLING
    - Rain Light Switch Sample Rate
    - Rain Light Switch Debounce Samples

- START LINE LIMIT
  - Start Line Switch Maximum Enable Speed
  - Start Line Limit Trigger Input
  - Start Line Limit Engine Speed Source
  - Start Line Limit Cell Width
  - Start Line Limit Ignition Timeout
  - Start Line Limit Ignition Retard Disable f(EGT)
  - Start Line Limit Anti Stall Enable
  - Start Line Limit Torque Compensation
  - Start Line Limit Ignition Retard Compensation
  - Start Line Limit Switch Latch Enable
  - Start Line Limit Stuck Switch Detection Threshold
  - Start Line Limit Disable Traction Control Strategy
  - Start Line Limit Shift Light Flash
  - Start Line Limit Road Speed Wheel
  - Start Line Limit Engine Speed f(BPOT)

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

(All Parameters Start Page 134)

- STANDARD START LINE CONTROL
  - Start Line Exit Speed
  - Start Line Limit Engine Speed
  - Start Line Limit Torque Reduction
  - Start Line Limit Fuel Multiplier
  - Start Line Limit Road Speed Multiplier
  - Start Line Limit Ignition Retard
  - Start Line Limit Ignition Delay
  - Start Line Limit Ignition Delay Retard Rate
  - Start Line Limit Ignition Advance Rate
  - Start Line Limit Timer Trigger
  - Start Line Limit Timer Trigger Speed
  - Start Line Limit Timer Disable
  - Start Line Limit Timed Multiplier
  - START LINE WASTEGATE CONTROL
    - Wastegate Closed Loop Enable During Startline
    - Wastegate Closed Loop Start Line Target Enable
    - Wastegate Closed Loop Control Target Type During Start Line
    - Wastegate Closed Loop Control Target During Start Line
- ADVANCED START LINE TRIM CONTROL
  - Advanced Startline Enable
- CALIBRATION POT INPUT
  - Start Line Limit Activate From Calibration Pot
  - Start Line Limit Activate Calibration Position
  - Start Line Limit Minimum Press Time
- SAMPLING
  - Start Line Limit Switch Sample Rate
  - Start Line Limit Debounce Samples

- STRATEGY MODIFIERS
  - Strategy Modifier Engine Speed Enable
  - STRATEGY MODIFIER ONE
    - Strategy Modifier One Source
    - Strategy Modifier One Select
  - STRATEGY MODIFIER TWO
    - Strategy Modifier Two Source
    - Strategy Modifier Two Select
  - STRATEGY MODIFIER THREE
    - Strategy Modifier Three Source
    - Strategy Modifier Three Select

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

(All Parameters Start Page 134)

- STRATEGY MODIFIER RANGES
  - Strategy Modifier Ignition Angle Range Minimum
  - Strategy Modifier Ignition Angle Range Maximum
  - Strategy Modifier VCAM Inlet Angle Range Minimum
  - Strategy Modifier VCAM Inlet Angle Range Maximum
  - Strategy Modifier VCAM Exhaust Angle Range Minimum
  - Strategy Modifier VCAM Exhaust Angle Range Maximum
  - Strategy Modifier Fuel Multiplier Range Minimum
  - Strategy Modifier Fuel Multiplier Range Maximum
  - Strategy Modifier Wastegate Duty Range Minimum
  - Strategy Modifier Wastegate Duty Range Maximum
  - Strategy Modifier Injector End Angle Range Minimum
  - Strategy Modifier Injector End Angle Range Maximum
- STRATEGY MODIFIER SWITCH
  - SAMPLING
    - Strategy Modifier Switch Sample Rate
    - Strategy Modifier Switch Debounce Samples
- STUCK THROTTLE DETECTION
  - Stuck Throttle Timer
  - Stuck Throttle Restart Timer
  - BRAKE AND THROTTLE FUEL CUT
    - Brake And Throttle Fuel Cut Throttle Threshold
    - Brake And Throttle Fuel Cut Brake Pressure Threshold
    - Brake And Throttle Fuel Cut Brake Sensor
  - THROTTLE SWITCH SAMPLING
    - TPS Stuck Switch Sample Rate
    - TPS Stuck Switch Debounce Samples

- TRACTION CONTROL SWITCH
  - Traction Control Switch Maximum Endstop
  - Traction Control Switch Minimum Endstop
  - Traction Switch Action At Min And Max
  - TCS Restart Position
  - TCS Pot Change Notification on Serial Stream Enable
  - TCS Pot Change Notification on Serial Stream Time
  - SAMPLING
    - Traction Control Switch Sample Rate
    - Traction Control Switch Debounce Samples

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

(All Parameters Start Page 134)

- TURBO SPEED
  - Pulse Count Per Revolution
  - Closed Loop Wastegate Temporary Disable Time
  - Turbo Speed Measurement Sample Rate
  - LOW TURBINE SPEED ERROR CONDITIONS
    - Minimum Manifold Pressure Threshold
    - Minimum Engine Speed Threshold
    - Minimum Sensor Speed
    - Sensor Failure Detect Time
  - INTERMITTENT SIGNAL CONDITIONS
    - Maximum Rate of Change of Turbine Speed
    - Sensor Failure Detect Threshold
- MASS AIR FLOW FREQUENCY SENSOR
  - Mass Air Flow Frequency Sensor Service Time
  - Mass Air Flow Frequency Sensor Failure Time
  - Mass Air Flow Frequency Sensor Recovery Time
  - Mass Air Flow Frequency Sensor Maximum Period
  - Mass Air Flow Frequency Sensor Minimum Frequency
  - Mass Air Flow Frequency Sensor Maximum Frequency
  - Mass Air Flow Frequency Sensor Minimum Scaled
  - Mass Air Flow Frequency Sensor Maximum Scaled
  - Mass Air Flow Frequency Sensor Pulses Per Sample
  - Mass Air Flow Frequency Sensor Default
  - MASS IR FLOW FREQUENCY BREAKPOINTS
    - Mass Air Flow Frequency Sensor Breakpoints Size
    - Mass Air Flow Frequency Sensor Breakpoints
  - Mass Air Flow Frequency Sensor Linearisation Curve

- WHEEL DIAMETER SWITCH
  - Wheel Diameter Switch Sample Rate
  - Wheel Diameter Switch Debounce Samples
- WHEEL SPEED INPUTS
  - Vehicle Speed Wheel Select
  - Front Speed Wheel Select
  - Rear Speed Wheel Select
  - Wheel Stop Timeout
  - Wheel Speed Signal Error Timeout
  - Wheel Speed Signal Error Recovery Timeout
  - Dash Speed Channel Multiplier
  - TRACTION CONTROL
    - Driven Wheels Select
    - Driven Wheel Slip Filter
    - Undriven Wheel Slip Filter
    - Driven Speed Wheel Method
    - Driven Wheel Diff Scaling

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

(All Parameters Start Page 134)

- FRONT
  - Front Wheel Number Of Teeth to Average Axis Breakpoints
  - Front Wheels Outside Diameter A
  - Front Wheels Outside Diameter B
  - Front Wheels Number of Teeth
  - Front Wheels Number of Teeth to Average
  - Front Wheels Dynamic Measurement Change Speed
  - Front Speed Lean Angle Compensation
- REAR
  - Rear Speed Lean Angle Compensation
  - REAR LEFT
    - Rear Left Wheel Number Of Teeth to Average Axis Breakpoints
    - Rear Left Wheel Outside Diameter A
    - Rear Left Wheel Outside Diameter B
    - Rear Left Wheel Number of Teeth
    - Rear Left Wheel Number of Teeth to Average
    - Rear Left Wheel Dynamic Measurement Change Speed
  - REAR RIGHT
    - Rear Right Wheel Number Of Teeth to Average Axis Breakpoints
    - Rear Right Wheel Outside Diameter A
    - Rear Right Wheel Outside Diameter B
    - Rear Right Wheel Number of Teeth
    - Rear Right Wheel Number of Teeth to Average
    - Rear Right Wheel Dynamic Measurement Change Speed
- SAMPLING
  - Front Wheel Speed Sample Rate
  - Front Right Wheel Speed Sample Rate
  - Rear Wheel Speed Sample Rate
  - Rear Right Wheel Speed Sample Rate
  - DYNAMIC SAMPLING
    - Dynamic Teeth to Average Enable
    - Number of Teeth to Average Axis Size
- SERVICE TIMES
  - Fuel Counter Sample Rate
  - Logging Switch Sample Rate
  - AIR CONDITIONING SWITCH
    - Air Conditioning Switch Sample Rate
    - Air Conditioning Switch Debounce Samples
  - AIR CONDITIONING MIDDLE SWITCH
    - Air Conditioning Middle Switch Sample Rate
    - Air Conditioning Middle Switch Debounce Samples
  - ANTI LAG SYSTEM SWITCH
    - Anti Lag System Switch Sample Rate
    - Anti Lag System Switch Debounce Samples

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

(All Parameters Start Page 134)

- BRAKE SWITCH
  - Brake Switch Sample Rate
  - Brake Switch Debounce Samples
- DATA BUDDY SWITCH
  - Data Buddy Log Rate Switch Sample Rate
  - Data Buddy Log Rate Switch Debounce Samples
- DASH SWITCH
  - Dash Switch Sample Rate
  - Dash Switch Debounce Samples
- ENGINE START SWITCH
  - Engine Start Switch Sample Rate
  - Engine Start Switch Debounce Samples
- GEARBOX SWITCH
  - Gear UpShift Debounce Samples
  - Gear DownShift Debounce Samples
- PUSH TO PASS SWITCH
  - Push to Pass Switch Sample Rate
  - Push to Pass Debounce Samples
- THROTTLE SWITCH
  - Throttle Switch Sample Rate
  - Throttle Switch Debounce Samples
- OIL PRESSURE SWITCH
  - Oil Pressure Switch Sample Rate
  - Oil Pressure Switch Debounce Samples
- NEUTRAL SWITCH
  - Neutral Switch Sample Rate
  - Neutral Switch Debounce Samples
- GPS BEACON SWITCH
  - GPS Beacon Switch Debounce Samples

- OUTPUT FUNCTIONS
  - AIR BYPASS VALVE
    - Air Bypass Valve Frequency
    - Air Bypass Valve Mode When Stopped
    - Air Bypass Valve Idle Speed Service Time
    - Air Bypass Valve High Speed Service Time
    - CLOSED LOOP PARAMETERS
      - IDLE LEARNING FUNCTION
        - Idle Learning Engine Speed Window
        - Idle Learning Enable Time
        - Idle Learning Water Temperature Disable
        - Idle Learning Water Temperature Enable
  - AIR CONDITIONING RELAY DRIVE
    - Air Conditioning Engine Start Delay
    - Air Conditioning Disable Threshold f(RPM)
    - Air Conditioning Enable Threshold f(RPM)
    - Air Conditioning Enable Threshold f(TPS)
    - Air Conditioning Relay Service Time

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

(All Parameters Start Page 134)

- AUXILIARY DIGITAL OUTPUT ONE
  - Auxiliary Digital Output 1 Service Time
  - Auxiliary Digital Output 1 Source
  - Auxiliary Digital Output 1 Digital Source
  - Auxiliary Digital Output 1 Pulse On Time
  - Auxiliary Digital Output 1 Pulse Off Time
  - SPEED THRESHOLDS
    - Auxiliary Digital Output 1 Speed On
    - Auxiliary Digital Output 1 Speed Off
  - PRESSURE THRESHOLDS
    - Auxiliary Digital Output 1 Pressure On
    - Auxiliary Digital Output 1 Pressure Off
  - THROTTLE ANGLE THRESHOLDS
    - Auxiliary Digital Output 1 Angle On
    - Auxiliary Digital Output 1 Angle Off
  - TEMPERATURE THRESHOLDS
    - Auxiliary Digital Output 1 Temperature On
    - Auxiliary Digital Output 1 Temperature Off
- AUXILIARY DIGITAL OUTPUT TWO
  - Auxiliary Digital Output 2 Service Time
  - Auxiliary Digital Output 2 Source
  - Auxiliary Digital Output 2 Digital Source
  - Auxiliary Digital Output 2 Pulse On Time
  - Auxiliary Digital Output 2 Pulse Off Time
  - SPEED THRESHOLDS
    - Auxiliary Digital Output 2 Speed On
    - Auxiliary Digital Output 2 Speed Off
  - PRESSURE THRESHOLDS
    - Auxiliary Digital Output 2 Pressure On
    - Auxiliary Digital Output 2 Pressure Off
  - THROTTLE ANGLE THRESHOLDS
    - Auxiliary Digital Output 2 Angle On
    - Auxiliary Digital Output 2 Angle Off
  - TEMPERATURE THRESHOLDS
    - Auxiliary Digital Output 2 Temperature On
    - Auxiliary Digital Output 2 Temperature Off
- AUXILIARY DIGITAL OUTPUT THREE
  - Auxiliary Digital Output 3 Service Time
  - Auxiliary Digital Output 3 Source
  - Auxiliary Digital Output 3 Digital Source
  - Auxiliary Digital Output 3 Pulse On Time
  - Auxiliary Digital Output 3 Pulse Off Time

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

(All Parameters Start Page 134)

- SPEED THRESHOLDS
  - Auxiliary Digital Output 3 Speed On
  - Auxiliary Digital Output 3 Speed Off
- PRESSURE THRESHOLDS
  - Auxiliary Digital Output 3 Pressure On
  - Auxiliary Digital Output 3 Pressure Off
- THROTTLE ANGLE THRESHOLDS
  - Auxiliary Digital Output 3 Angle On
  - Auxiliary Digital Output 3 Angle Off
- TEMPERATURE THRESHOLDS
  - Auxiliary Digital Output 3 Temperature On
  - Auxiliary Digital Output 3 Temperature Off

- AUXILIARY PWM OUTPUT 1
  - Auxiliary PWM Output 1 Mode
  - Auxiliary PWM Output 1 Base Duty
    - Auxiliary PWM Output 1 Base Duty Map Cal1
    - Auxiliary PWM Output 1 Base Duty Map Cal2
    - Auxiliary PWM Output 1 Base Duty Map Cal3
    - Auxiliary PWM Output 1 Base Duty Map Cal4
  - Auxiliary PWM Output 1 Target Position
    - Auxiliary PWM Output 1 Target Position Map Cal1
    - Auxiliary PWM Output 1 Target Position Map Cal2
    - Auxiliary PWM Output 1 Target Position Map Cal3
    - Auxiliary PWM Output 1 Target Position Map Cal4
    - Auxiliary PWM Output 1 Target Position Maximum Positive Rate of Change
    - Auxiliary PWM Output 1 Target Position Maximum Negative Rate of Change
  - Auxiliary PWM Output 1 Output Frequency
  - Auxiliary PWM Output 1 Service Time
  - Auxiliary PWM Output 1 Output Mode When Engine Stopped

  - X-AXIS SETUP
    - Auxiliary PWM Output 1 X-axis Source
    - Auxiliary PWM Output 1 X-axis Breakpoints Size
    - Auxiliary PWM Output 1 X-axis Breakpoints
    - Auxiliary PWM Output 1 X-axis Engine Speed Minimum
    - Auxiliary PWM Output 1 X-axis Engine Speed Maximum
  - Y-AXIS SETUP
    - Auxiliary PWM Output 1 Y-axis Source
    - Auxiliary PWM Output 1 Y-axis Breakpoints Size
    - Auxiliary PWM Output 1 Y-axis Breakpoints
    - Auxiliary PWM Output 1 Y-axis Angle Minimum
    - Auxiliary PWM Output 1 Y-axis Angle Maximum

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

(All Parameters Start Page 134)

- CLOSED LOOP SETUP
  - FEEDBACK SETUP
    - Auxiliary PWM Output 1 Feedback Source
    - Auxiliary PWM Output 1 Enable Closed Loop
    - Auxiliary PWM Output 1 Proportional Gain
    - Auxiliary PWM Output 1 Integral Gain
    - Auxiliary PWM Output 1 Integral Maximum
    - Auxiliary PWM Output 1 Integral Minimum
    - Auxiliary PWM Output 1 Error Limit
    - Auxiliary PWM Output 1 Error Time Limit
    - Auxiliary PWM Output 1 Error Axis Breakpoint Size
    - Auxiliary PWM Output 1 Error Axis Breakpoints
  - LIMIT SETUP
    - Auxiliary PWM Output 1 Maximum Duty
    - Auxiliary PWM Output 1 Maximum Duty Mode
    - Auxiliary PWM Output 1 Minimum Duty
    - Auxiliary PWM Output 1 Minimum Duty Mode
- AUXILIARY PWM OUTPUT 2
  - Auxiliary PWM Output 2 Mode
  - Auxiliary PWM Output 2 Base Duty
    - Auxiliary PWM Output 2 Base Duty Map Cal1
    - Auxiliary PWM Output 2 Base Duty Map Cal2
    - Auxiliary PWM Output 2 Base Duty Map Cal3
    - Auxiliary PWM Output 2 Base Duty Map Cal4
  - Auxiliary PWM Output 2 Target Position
    - Auxiliary PWM Output 2 Target Position Map Cal1
    - Auxiliary PWM Output 2 Target Position Map Cal2
    - Auxiliary PWM Output 2 Target Position Map Cal3
    - Auxiliary PWM Output 2 Target Position Map Cal4
    - Auxiliary PWM Output 2 Target Position Maximum Positive Rate of Change
    - Auxiliary PWM Output 2 Target Position Maximum Negative Rate of Change
  - Auxiliary PWM Output 2 Output Frequency
  - Auxiliary PWM Output 2 Service Time
  - Auxiliary PWM Output 2 Output Mode When Engine Stopped
  - X-AXIS SETUP
    - Auxiliary PWM Output 2 X-axis Source
    - Auxiliary PWM Output 2 X-axis Breakpoints Size
    - Auxiliary PWM Output 2 X-axis Breakpoints
    - Auxiliary PWM Output 2 X-axis Engine Speed Minimum
    - Auxiliary PWM Output 2 X-axis Engine Speed Maximum

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

(All Parameters Start Page 134)

- Y-AXIS SETUP
  - Auxiliary PWM Output 2 Y-axis Source
  - Auxiliary PWM Output 2 Y-axis Breakpoints Size
  - Auxiliary PWM Output 2 Y-axis Breakpoints
  - Auxiliary PWM Output 2 Y-axis Angle Minimum
  - Auxiliary PWM Output 2 Y-axis Angle Maximum
- CLOSED LOOP SETUP
  - FEEDBACK SETUP
    - Auxiliary PWM Output 2 Feedback Source
  - Auxiliary PWM Output 2 Enable Closed Loop
  - Auxiliary PWM Output 2 Proportional Gain
  - Auxiliary PWM Output 2 Integral Gain
  - Auxiliary PWM Output 2 Integral Maximum
  - Auxiliary PWM Output 2 Integral Minimum
  - Auxiliary PWM Output 2 Error Limit
  - Auxiliary PWM Output 2 Error Time Limit
  - Auxiliary PWM Output 2 Error Axis Breakpoint Size
  - Auxiliary PWM Output 2 Error Axis Breakpoints
- LIMIT SETUP
  - Auxiliary PWM Output 2 Maximum Duty
  - Auxiliary PWM Output 2 Maximum Duty Mode
  - Auxiliary PWM Output 2 Minimum Duty
  - Auxiliary PWM Output 2 Minimum Duty Mode

- BMW VANOS
  - VANOS Service Time
  - CAM LATCH ANGLES
    - VANOS Cam Latch
    - VANOS Cam Latch Offset Angle
  - CLOSED LOOP PARAMETERS
    - VANOS Base Pulse Width
    - VANOS Closed Loop Error Pulse Width Multiplier
    - VANOS Max Closed Loop Pulse Width
    - VANOS Cam Angle Deadband
    - VANOS Cam Angle Error Limit
    - VANOS Cam Angle Error Time
  - OPEN LOOP PARAMETERS
    - VANOS Open Loop Pulse Rate
    - VANOS Open Loop Inlet Pulse Direction
    - VANOS Open Loop Exhaust Pulse Direction
    - VANOS Open Loop Inlet Pulse Width
    - VANOS Open Loop Exhaust Pulse Width
    - VANOS Open Loop Error Strategy

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

(All Parameters Start Page 134)

- CANISTER PURGE VALVES
  - Canister Purge Valves Frequency
  - Canister Purge Valves Service Time
  - CANISTER PURGE VALVE 1
    - Canister Purge 1 Maximum Engine Speed
    - Canister Purge 1 Minimum Engine Speed
    - Canister Purge 1 Water Temperature Enable
    - Canister Purge 1 Water Temperature Disable
    - Canister Purge 1 Manifold Pressure Enable
    - Canister Purge 1 Pressure Stable Time
    - Canister Purge 1 Valve Duty
  - CANISTER PURGE VALVE 2
    - Canister Purge 2 Maximum Engine Speed
    - Canister Purge 2 Minimum Engine Speed
    - Canister Purge 2 Water Temperature Enable
    - Canister Purge 2 Water Temperature Disable
    - Canister Purge 2 Manifold Pressure Enable
    - Canister Purge 2 Throttle Enable
    - Canister Purge 2 Throttle Disable
    - Canister Purge 2 Pressure Stable Time
    - Canister Purge 2 Valve Duty

- DC MOTOR CONTROL
  - PID A
    - DC MOTOR A Closed Loop Control
    - DC MOTOR A Target Axis Breakpoint Size
    - DC MOTOR A Target Axis Breakpoints
    - DC MOTOR A Base Duty
    - DC MOTOR A Error Axis Breakpoint Size
    - DC MOTOR A Error Axis Breakpoints
    - DC MOTOR A Derivative Breakpoint Size
    - DC MOTOR A Derivative Breakpoints
    - DC MOTOR A Proportional Gain
    - DC MOTOR A Integral Gain
    - DC MOTOR A Derivative Gain
    - DC MOTOR A Integral Minimum
    - DC MOTOR A Integral Maximum
    - DC MOTOR A Error Time Limit
    - DC MOTOR A Error Limit
    - DC MOTOR A Service Time
    - DC MOTOR A Derivative Delta Time
    - DC MOTOR A Minimum Duty
    - DC MOTOR A Maximum Duty
    - DC MOTOR A Minimum Duty Mode
    - DC MOTOR A Maximum Duty Mode

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

(All Parameters Start Page 134)

- PID B
  - DC MOTOR B Closed Loop Control
  - DC MOTOR B Target Axis Breakpoint Size
  - DC MOTOR B Target Axis Breakpoints
  - DC MOTOR B Base Duty
  - DC MOTOR B Error Axis Breakpoint Size
  - DC MOTOR B Error Axis Breakpoints
  - DC MOTOR B Derivative Breakpoint Size
  - DC MOTOR B Derivative Breakpoints
  - DC MOTOR B Proportional Gain
  - DC MOTOR B Integral Gain
  - DC MOTOR B Derivative Gain
  - DC MOTOR B Integral Minimum
  - DC MOTOR B Integral Maximum
  - DC MOTOR B Error Time Limit
  - DC MOTOR B Error Limit
  - DC MOTOR B Service Time
  - DC MOTOR B Derivative Delta Time
  - DC MOTOR B Minimum Duty
  - DC MOTOR B Maximum Duty
  - DC MOTOR B Minimum Duty Mode
  - DC MOTOR B Maximum Duty Mode

- PID C
  - DC MOTOR C Closed Loop Control
  - DC MOTOR C Target Axis Breakpoint Size
  - DC MOTOR C Target Axis Breakpoints
  - DC MOTOR C Base Duty
  - DC MOTOR C Error Axis Breakpoint Size
  - DC MOTOR C Error Axis Breakpoints
  - DC MOTOR C Derivative Breakpoint Size
  - DC MOTOR C Derivative Breakpoints
  - DC MOTOR C Proportional Gain
  - DC MOTOR C Integral Gain
  - DC MOTOR C Derivative Gain
  - DC MOTOR C Integral Minimum
  - DC MOTOR C Integral Maximum
  - DC MOTOR C Error Time Limit
  - DC MOTOR C Error Limit
  - DC MOTOR C Service Time
  - DC MOTOR C Derivative Delta Time
  - DC MOTOR C Minimum Duty
  - DC MOTOR C Maximum Duty
  - DC MOTOR C Minimum Duty Mode
  - DC MOTOR C Maximum Duty Mode

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

(All Parameters Start Page 134)

- EGR VALVE
  - EGR Valve On f(RPM)
  - EGR Valve Off f(RPM)
  - EGR Valve On f(TPS)
  - EGR Valve Off f(TPS)
  - EGR Valve Frequency
  - EGR Valve Delay Time
  - EGR Valve Open Time
  - EGR Valve Open Duty
  - EGR Valve Hold Duty
  - EGR Valve Maximum On Time
  - EGR Valve Service Time
- EMISSION CONTROL
  - Emission Control Enabled
  - Emission Pump On Time f(ECT)
  - Emission Valve Delay Time
  - Emission Pump dTPS Threshold
  - Emission Pump dTPS On Time
- FAN CONTROL
  - Air Conditioning Fan Select
  - Air Conditioning Fan Turn On f(AAT)
  - PRIMARY FAN
    - Primary Fan Turn On f(ECT)
    - Primary Fan Turn Off f(ECT)
    - Primary Fan Run On
    - Primary Fan Service Time
    - CAR SPEED CONTROL
      - Car Speed Fan Disable Trigger Speed
      - Car Speed Fan Disable Release Speed
      - Car Speed Fan Disable ECT Limit
  - SECONDARY FAN
    - Inverted Secondary Fan
    - Secondary Fan Turn On f(ECT)
    - Secondary Fan Turn Off f(ECT)
    - Secondary Fan Turn On f(MAP)
    - Secondary Fan Turn Off f(MAP)
    - Secondary Fan Service Time
  - TERTIARY FAN
    - Tertiary Fan Turn On f(ECT)
    - Tertiary Fan Turn Off f(ECT)
    - Tertiary Fan Service Time

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

(All Parameters Start Page 134)

- FLY-BY-WIRE
  - FBW Enabled
  - FBW Control Frequency
  - FBW Control Minimum Duty
  - FBW Control Maximum Duty
  - TPS Target Limit Margin
  - TPS Closed Value
  - TPS Open Value
  - FBW Engine Stopped Timeout
  - PID Integral Reset
  - DEMANDED TPS RATE OF CHANGE
    - Demanded TPS Maximum Rate of Change
    - Demanded TPS Strategy Priority
    - TORQUE REDUCTION STRATEGY RATE LIMITS
      - FBW Method Selection By Source
      - FBW Rate Limits
    - ALS STARTUP BLIP RATE LIMIT
      - ALS Startup FBW Blip Ramp-out Rate
    - CLOSED LOOP IDLE RATE LIMITS
      - Closed Loop Idle FBW Throttle Rate Limits
  - PPS DIFFERENCE ERRORS
    - Maximum PPS Difference
    - PPS Failure Time
  - TPS DIFFERENCE ERRORS
    - Maximum TPS Difference
    - TPS Failure Time
  - TPS FEEDBACK ERRORS
    - FBW Error Margin
    - FBW Max Out-Of-Margin Time
  - PPS NOISE ERRORS
    - PPS Error Decrement Rate
    - PPS Noise Threshold
  - TPS NOISE ERRORS
    - TPS Error Decrement Rate
    - TPS Noise Threshold
  - H-BRIDGE ERRORS
    - Half Bridge and PWM Temperature Maximum Threshold
    - Half Bridge and PWM Temperature Error Time
  - VOLTAGE REGULATOR ERRORS
    - Regulated Excitation Voltage Error Test Enable
    - Regulated Excitation Voltage Error Time

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

(All Parameters Start Page 134)

- AUTO-CALIBRATION
  - Auto-Cal Enable
  - Auto-Cal Trigger
  - Auto-Cal Closed Duty
  - Auto-Cal Open Duty
  - Auto-Cal Open Time
  - Auto-Cal Close Time
  - Auto-Cal PPS1 Angle at Minimum Voltage
  - Auto-Cal PPS1 Angle at Maximum Voltage
  - Auto-Cal PPS2 Angle at Minimum Voltage
  - Auto-Cal PPS2 Angle at Maximum Voltage
  - TPS Closed Value
  - TPS Open Value
  - RANGE CHECKING
    - Auto-Cal Maximum Curve Difference
    - Auto-Cal PPS1 Maximum Low Voltage
    - Auto-Cal PPS1 Minimum High Voltage
    - Auto-Cal PPS2 Maximum Low Voltage
    - Auto-Cal PPS2 Minimum High Voltage
    - Auto-Cal TPSx1 Maximum Low Voltage
    - Auto-Cal TPSx1 Minimum High Voltage
    - Auto-Cal TPSx2 Maximum Low Voltage
    - Auto-Cal TPSx2 Minimum High Voltage
  - SERIAL DASH DIAGNOSTICS
    - Auto-Cal Serial Dash Codes
- FAILURE ACTION
  - FBW Kill Engine on Fail
  - FBW Rev Cut on Fail
  - FBW Rev Cut Reinstate on Fail
  - FBW Shutdown Ramp Enable
- PID SETTINGS
  - FBW PID Mode
  - LEGACY PID MODE
    - PID A SETTINGS
      - FBW Integral Minimum A
      - FBW Integral Maximum A
      - FBW Proportional Term A
      - FBW Integral Gain A
      - FBW Derivative Term A
      - FBW Control Offset A
    - PID B SETTINGS
      - FBW Integral Minimum B
      - FBW Integral Maximum B
      - FBW Proportional Term B
      - FBW Integral Gain B
      - FBW Derivative Term B
      - FBW Control Offset B

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

(All Parameters Start Page 134)

- ADVANCED PID MODE
  - PID A SETTINGS
    - FBW Integral Minimum A
    - FBW Integral Maximum A
    - FBW Position Based Proportional Term A
    - FBW Integral Gain A
    - FBW Derivative Term A
    - FBW Derivative Delta Period A
  - PID B SETTINGS
    - FBW Integral Minimum B
    - FBW Integral Maximum B
    - FBW Position Based Proportional Term B
    - FBW Integral Gain B
    - FBW Derivative Term B
    - FBW Derivative Delta Period B
- PART-RANGE THROTTLE
  - TPS A
    - TPS A Part-Range Throttle Enable
    - TPS A Part-Range Threshold Angle
    - TPS A Part-Range Headroom Angle
  - TPS B
    - TPS B Part-Range Throttle Enable
    - TPS B Part-Range Threshold Angle
    - TPS B Part-Range Headroom Angle
- FBW PWM OUT
  - FBW Output Function PWM Frequency
  - FBW Output Function Service Time
- FUEL COUNTER PULSE
  - Fuel Counter Pulse Interval
- FUEL PUMP DRIVE
  - Initial Pump On Time
  - Pump Run On Time
- GDI FUEL PUMP DEMAND VALVE
  - Number of Pump Lobes
  - Pump Lobe TDC Angles
  - GDI VARIABLE CAM COMPENSATION
    - Variable Cam Source
    - Variable Cam Reference Angle
  - GDI FUEL PUMP CRANKING PRESSURE CONTROL
    - Cranking Fuel Pump Start Angle FRP Threshold
    - Cranking Fuel Pump Start Angle

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

(All Parameters Start Page 134)

- GDI FUEL PUMP DEMAND VALVE OUTPUT
  - High Pressure Fuel Pump Mode
  - GDI FUEL PUMP START ANGLE MODE
    - Demand Valve End Angle Offset FRP Threshold
    - Demand Valve End Angle Offset
  - GDI FUEL PUMP END ANGLE MODE
    - Demand Valve Fixed Start Angle Offset
  - BREAKPOINTS
  - Fuel Pump Valve Battery Adder
  - Fuel Pump Valve Minimum On Angle
- GEAR CHANGE LAMP ONE
  - Gear Change Lamp One Turn On Speed
  - Gear Change Lamp One Hysteresis
  - Gear Change Lamp One Rev Limit Enable
  - Gear Change Lamp One Service Time
  - Gear Change Lamp One PWM Frequency
  - Gear Change Lamp One Night Duty
  - Gear Change Lamp One Day Duty
- GEAR CHANGE LAMP TWO
  - Gear Change Lamp Two Turn On Speed
  - Gear Change Lamp Two Hysteresis
  - Gear Change Lamp Two Service Time
  - Gear Change Lamp Two PWM Frequency
  - Gear Change Lamp Two Night Duty
  - Gear Change Lamp Two Day Duty

- LAMBDA HEATER
  - Lambda Heater Frequency
  - Lambda Heater Warmup
  - Lambda Heater Set Point
  - Lambda Heater Duty Minimum
  - Lambda Heater Duty Maximum
  - Lambda Heater Rate of Change
  - Lambda Heater Service Time
- LOW BATTERY CHECK
  - Low Battery Threshold
  - Low Battery Filter Time
  - Low Battery Sample Rate
- MIL OUTPUT
  - MIL Output Frequency
  - MIL On Duty
  - MIL Actions

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

(All Parameters Start Page 134)

- PLENUM PRESSURE CONTROL
  - Pressure Control Enable
  - Plenum Pressure Control Activation Threshold
  - Plenum Pressure Control Deactivation Threshold
  - Std Pressure Control Table
  - ALS Pressure Control Table
  - Std Base Throttle Map
  - ALS Base Throttle Map
  - RPM Breakpoints
  - TPS Breakpoints
  - CLOSED LOOP CONTROL
    - Pressure Control Closed Loop Enable
    - Plenum Pressure Control Sensor Select
    - Plenum Pressure Control Proportional Term
    - Plenum Pressure Control Integral Term
    - Plenum Pressure Control Integral Maximum
    - Plenum Pressure Control Integral Minimum
    - Plenum Pressure Control Error Axis Breakpoints
- RAIN LIGHT OUTPUT
  - Rain Light Flash On Time
  - Rain Light Flash Off Time
  - Rain Light Service Time
  - ENGINE STALL WARNING
    - Rain Light_Stall Warning Enable
    - Rain Light_Stall Warning Flash Rate
    - Rain Light_Stall Warning Active Time

- RPM RELAY 1 f(RPM)
  - RPM Relay 1 Function On f(RPM)
  - RPM Relay 1 Function Off f(RPM)
  - RPM Relay 1 Function Hysteresis
  - RPM Relay 1 Function Service Time
- RPM RELAY 2 f(RPM)
  - RPM Relay 2 Function On f(RPM)
  - RPM Relay 2 Function Off f(RPM)
  - RPM Relay 2 Function Hysteresis
  - RPM Relay 2 Function Service Time

- SCV/PDV STRATEGY
  - Diesel Limp Home Full Cut Enable
  - SCV Output Service Time
  - SCV Output Frequency
  - SCV Base Duty
  - SCV Closed Loop Enable
  - SCV Target
  - SCV Error Breakpoint Size
  - SCV Error Breakpoints

- SCV Proportional Gain
- SCV Integral Gain
- SCV Integral Min
- SCV Integral Max
- SCV Battery Compensation Multiplier
- SCV Battery Compensation Adder
- SCV Duty Min
- SCV Duty Max
- SCV Error Noise Decrement Rate
- SCV Error Noise Threshold
- PDV Adder
- FUEL RAIL PRESSURE ERROR DETECTION

STRATEGY MODIFIER LAMP OUTPUT
- Strategy Modifier Lamp Service Time

TACHO OUTPUT
- Tacho Pulses Per Rev

VARIABLE CAM TIMING
- Enable Variable Cam Target 2
- Variable Cam Timing Drive Frequency
- Variable Cam Maximum Duty
- Variable Cam Maximum Duty Mode
- Variable Cam Minimum Duty
- Variable Cam Minimum Duty Mode
- Variable Cam Angle Error Limit
- Variable Cam Angle Error Time
- Variable Cam Timing Service Time
- Variable Cam Link Mode Failure

CAM LATCH ANGLES
- Variable Cam Latch
- Variable Cam Latch Offset Angle

CAM POSITION LEARNING
- Variable Cam Learning Enable
- Variable Cam Learning Trigger
- Variable Cam Learning Trigger Method
- Variable Cam Learning Delay Time After Engine Start
- Variable Cam Learning Time
- Variable Cam Learning Condition TPS Threshold
- Variable Cam Learning Condition Lower RPM Threshold
- Variable Cam Learning Condition Upper RPM Threshold
- Variable Cam Maximum Absolute Variation to Base

- CAM POSITION MEASUREMENT
  - Variable Cam Dyno Setup Mode
  - Variable Cam Inlet Units
  - Variable Cam Exhaust Units
  - Variable Cam Combined Measured Angles Filter
  - Variable Cam Latch Offset Inlet Reference
  - Variable Cam Latch Offset Exhaust Reference
- WATER CHARGE AIR COOLING
  - ELECTRONIC THERMOSTAT CONTROL
    - Base Duty
    - Target Temperature
    - Frequency
    - Battery Compensation Base Voltage
    - Maximum Duty
    - Minimum Duty
    - Service Time
    - BASE DUTY BREAKPOINTS
      - Engine Coolant Temperature Axis Breakpoint Size
      - Engine Coolant Temperature Axis Breakpoints
    - CLOSED LOOP CONTROL
      - Proportional Gain
      - Integral Gain
      - Integral Maximum
      - Integral Minimum
      - BREAKPOINTS
        - Error Axis Breakpoint Size
        - Error Axis Breakpoints
  - HEAT SOAK
    - ENABLE THRESHOLDS
      - Engine Coolant Temperature Enable Threshold
      - Battery Voltage Enable Threshold
    - DISABLE THRESHOLDS
      - Engine Coolant Temperature Disable Threshold
      - Battery Voltage Disable Threshold
      - Engine Speed Disable Threshold
      - Road Speed Disable Threshold
    - Heat Soak Run On Time
    - Heat Soak Restart Time
  - AIR CHARGE TEMPERATURE OVERHEAT CONTROL
    - ENABLE THRESHOLDS
      - Air Charge Temperature Enable Threshold
      - Road Speed Enable Threshold
      - Engine Speed Enable Threshold

- DISABLE THRESHOLDS
  - Air Charge Temperature Disable Threshold
  - Road Speed Disable Threshold
  - Engine Speed Disable Threshold
- Air Charge Temperature Fan On Threshold
- Air Charge Temperature Fan Off Threshold
- Air Charge Temperature Pump On Threshold
- Air Charge Temperature Pump Off Threshold
- Air Charge Temperature Electronic Thermostat Override On Threshold
- Air Charge Temperature Electronic Thermostat Override Off Threshold
- ENGINE WARMUP
  - Maximum Warmup Time
  - Engine Coolant Temperature Disable Threshold
- WATER INJECTION
  - Water Injection Turn On f(ACT)
  - Water Injection Turn Off f(ACT)
  - Water Injection Turn On f(MAP)
  - Water Injection Turn Off f(MAP)
  - Water Injection Turn On f(TPS)
  - Water Injection Turn Off f(TPS)
  - Water Injection Turn Off f(RPM)
  - Water Injection Turn On f(RPM)
  - Water Injection Service Time
- WATER PUMP
  - Water Pump State When Engine Running
  - Water Pump Enable Temperature
  - Water Pump Enable Time
  - Water Pump Run On Time
  - Water Pump Service Time
- WATER SPRAY
  - Water Spray Car Speed Minimum
  - Water Spray Car Speed Maximum
  - Water Spray Car Speed Hysteresis
  - Water Spray ECT Minimum
  - Water Spray ECT Maximum
  - Water Spray TPS Minimum
  - Water Spray ACT Minimum
  - Water Spray MAP Minimum
  - Water Spray RPM Minimum
  - Water Spray Cycle On Time
  - Water Spray Cycle Off Time
  - Water Spray Service Time

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

(All Parameters Start Page 134)

- SERVICE TIMES
  - Accident Data Recorder Service Time
  - Anti Lag System Idle Speed Control Service Time
  - Throttle Transient Service Time
- ANALOGUE SENSOR SETUP
  - Number of Wheels
  - CRANK AND CAM SENSOR SETUP
    - Crank One Sensor Type
    - Crank One Edge
    - Cam Sensor Type
    - Cam Edge
    - Crank One Sensor Offset
    - Cam Crank Output To Injectors
    - CRANK FILTER
      - Crank Filter Angular Width
      - Crank Filter Enable Speed
      - Crank Filter Speed Hysteresis
    - USER DEFINED SENSOR SETUP
      - CRANK ONE SENSOR
        - Crank Run Threshold Breakpoint Size
        - Crank Run Threshold Breakpoints
        - Crank One Lower Cranking Threshold
        - Crank One Upper Cranking Threshold
        - Crank One Lower Run Threshold
        - Crank One Upper Run Threshold
        - Crank One Pullup Enable
      - CAM SENSOR
        - Cam Delay Angle
        - Cam Lower Cranking Threshold
        - Cam Upper Cranking Threshold
        - Cam Lower Run Threshold
        - Cam Upper Run Threshold
        - Cam Pullup Enable
  - CONTROL SENSORS
    - AIR CHARGE TEMPERATURE (ACT)
      - Air Charge Temperature Sensor Type
      - Air Charge Temperature Software Filter
      - Air Charge Temperature Sensor Curve
      - Air Charge Temperature Sample Rate
      - Minimum Air Charge Temperature
      - Maximum Air Charge Temperature
      - Failed Air Charge Temperature
      - Air Charge Temperature Failure Time
      - Air Charge Temperature Recovery Time
      - Use Air Charge Temperature Sensor for Ambient Air Temperature Measurement

- SENSOR ZEROING
  - Air Charge Temperature Zero Target
- AMBIENT AIR TEMPERATURE (AAT)
  - Ambient Air Temperature Sensor Type
  - Ambient Air Temperature Software Filter
  - Ambient Air Temperature Sensor Curve
  - Ambient Air Temperature Sample Rate
  - Minimum Ambient Air Temperature
  - Maximum Ambient Air Temperature
  - Failed Ambient Air Temperature
  - Use Air Charge Temperature Sensor for Ambient Air Temperature Measurement
  - SENSOR ZEROING
    - Ambient Air Temperature Zero Target
- BAROMETRIC ATMOSPHERIC PRESSURE (BAP)
  - Barometric Atmospheric Pressure Sensor Type
  - Barometric Atmospheric Pressure Software Filter
  - Barometric Atmospheric Pressure Sensor Curve
  - Barometric Atmospheric Pressure Sample Rate
  - Barometric Atmospheric Pressure Sensor Source
  - Minimum Barometric Atmospheric Pressure
  - Maximum Barometric Atmospheric Pressure
  - Failed Barometric Atmospheric Pressure
  - Barometric Atmospheric Pressure Failure Time
  - Barometric Atmospheric Pressure Recovery Time
  - SENSOR ZEROING
    - Barometric Atmospheric Pressure Zero Target
  - KEY-ON ATMOSPHERIC PRESSURE LIMITS
    - Minimum Key-on Atmospheric Pressure
    - Maximum Key-on Atmospheric Pressure
    - Maximum Key-on Atmospheric Pressure Deviation
    - Key-on Atmospheric Pressure Stable Time
- BOOST ADJUSTMENT POT (BPOT)
  - Boost Adjustment Pot Sensor Type
  - Boost Adjustment Pot Software Filter
  - Boost Adjustment Pot Sensor Curve
  - Boost Adjustment Pot Sample Rate
  - Boost Adjustment Pot Voltage Thresholds
  - Enable Boost Adjustment Pot Position From Gear Position
  - Boost Adjustment Pot Position Per Gear

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

(All Parameters Start Page 134)

- CALIBRATION POT (CAL_POT)
  - Calibration Pot Sensor Type
  - Calibration Pot Software Filter
  - Calibration Pot Sensor Curve
  - Calibration Pot Sample Rate
  - Minimum Calibration Pot Voltage
  - Maximum Calibration Pot Voltage
  - Failed Calibration Pot
  - Calibration Pot Voltage Thresholds
- DAMPER DISPLACEMENT
  - FRONT DAMPER DISPLACEMENT (X_F_DAMPER)
    - Front Damper Displacement Sensor Type
    - Front Damper Displacement Software Filter
    - Front Damper Displacement Sensor Curve
    - Front Damper Displacement Sample Rate
    - Minimum Front Damper Displacement
    - Maximum Front Damper Displacement
    - Failed Front Damper Displacement
    - SENSOR ZEROING
      - Front Damper Displacement Zero Target
  - FRONT RIGHT DAMPER DISPLACEMENT (X_FR_DAMPER)
    - Front Right Damper Sensor Type
    - Front Right Damper Software Filter
    - Front Right Damper Sensor Curve
    - Front Right Damper Sample Rate
    - Minimum Front Right Damper
    - Maximum Front Right Damper
    - Failed Front Right Damper

- DYNO SLEW POTS
  - DYNO SLEW POT A
    - Dyno Slew Pot A Sensor Type
    - Dyno Slew Pot A Software Filter
    - Dyno Slew Pot A Sensor Curve
    - Dyno Slew Pot A Sample Rate
    - Minimum Dyno Slew Pot A
    - Maximum Dyno Slew Pot A
    - Failed Dyno Slew Pot A
    - Dyno Slew Pot A Failure Time
    - Dyno Slew Pot A Recovery Time
    - SENSOR ZEROING
      - Dyno Slew Pot A Zero Target

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

(All Parameters Start Page 134)

- DYNO SLEW POT B
  - Dyno Slew Pot B Sensor Type
  - Dyno Slew Pot B Software Filter
  - Dyno Slew Pot B Sensor Curve
  - Dyno Slew Pot B Sample Rate
  - Minimum Dyno Slew Pot B
  - Maximum Dyno Slew Pot B
  - Failed Dyno Slew Pot B
  - Dyno Slew Pot B Failure Time
  - Dyno Slew Pot B Recovery Time
  - SENSOR ZEROING
    - Dyno Slew Pot B Zero Target
- DYNO SLEW POT C
  - Dyno Slew Pot C Sensor Type
  - Dyno Slew Pot C Software Filter
  - Dyno Slew Pot C Sensor Curve
  - Dyno Slew Pot C Sample Rate
  - Minimum Dyno Slew Pot C
  - Maximum Dyno Slew Pot C
  - Failed Dyno Slew Pot C
  - Dyno Slew Pot C Failure Time
  - Dyno Slew Pot C Recovery Time
  - SENSOR ZEROING
    - Dyno Slew Pot C Zero Target

- DC MOTOR CLOSED LOOP FEEDBACK
  - DC MOTOR FEEDBACK 1
    - DC Motor Feedback 1 Sensor Type
    - DC Motor Feedback 1 Service Filter
    - DC Motor Feedback 1 Sensor Curve
    - DC Motor Feedback 1 Sample Rate
    - Minimum DC Motor Feedback 1
    - Maximum DC Motor Feedback 1
    - Failed DC Motor Feedback 1
    - DC Motor Feedback 1 Failure Time
    - DC Motor Feedback 1 Recovery Time
    - DC Motor Feedback 1 Zero Target

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

(All Parameters Start Page 134)

- DC MOTOR FEEDBACK 3
  - DC Motor Feedback 3 Sensor Type
  - DC Motor Feedback 3 Service Filter
  - DC Motor Feedback 3 Sensor Curve
  - DC Motor Feedback 3 Sample Rate
  - Minimum DC Motor Feedback 3
  - Maximum DC Motor Feedback 3
  - Failed DC Motor Feedback 3
  - DC Motor Feedback 3 Failure Time
  - DC Motor Feedback 3 Recovery Time
  - DC Motor Feedback 3 Zero Target
- ENGINE COOLANT TEMPERATURE (ECT)
  - Engine Coolant Temperature Sensor Type
  - Engine Coolant Temperature Software Filter
  - Engine Coolant Temperature Sensor Curve
  - Engine Coolant Temperature Sample Rate
  - Minimum Engine Coolant Temperature
  - Maximum Engine Coolant Temperature
  - Failed Engine Coolant Temperature
  - Engine Coolant Temperature Failure Time
  - Engine Coolant Temperature Recovery Time
  - Engine Warmup Time
  - Engine Warm Minimum Temperature
  - SENSOR ZEROING
    - Engine Coolant Temperature Zero Target
- ENGINE OIL PRESSURE (EOP)
  - Engine Oil Pressure Sensor Type
  - Engine Oil Pressure Software Filter
  - Engine Oil Pressure Sensor Curve
  - Engine Oil Pressure Sample Rate
  - Minimum Engine Oil Pressure
  - Maximum Engine Oil Pressure
  - Failed Engine Oil Pressure
  - Engine Oil Pressure Failure Time
  - Engine Oil Pressure Recovery Time
  - SENSOR ZEROING
    - Engine Oil Pressure Zero Targer

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

(All Parameters Start Page 134)

- LOW OIL PRESSURE ENGINE CUT
  - Low Oil Pressure Engine Cut Threshold
  - Low Oil Pressure Engine Cut Oil Pressure Switch Check
  - Low Oil Pressure Engine Cut Speed
  - Low Oil Pressure Engine Cut Timer
  - Low Oil Pressure Engine Restart Time
  - Low Oil Pressure Engine Cut Enable
  - Low Oil Pressure Engine Cut Refire Threshold
  - Low Oil Pressure Engine Cut Refire Speed
  - Low Oil Pressure Engine Cut Refire Timer
- ENGINE OIL TEMPERATURE (EOT)
  - Engine Oil Temperature Sensor Type
  - Engine Oil Temperature Software Filter
  - Engine Oil Temperature Sensor Curve
  - Engine Oil Temperature Sample Rate
  - Minimum Engine Oil Temperature
  - Maximum Engine Oil Temperature
  - Failed Engine Oil Temperature
  - Engine Oil Temperature Failure Time
  - Engine Oil Temperature Recovery Time
  - SENSOR ZEROING
    - Engine Oil Temperature Zero Targer
- FUEL PRESSURE (FP)
  - Fuel Pressure Sensor Type
  - Fuel Pressure Software Filter
  - Fuel Pressure Sensor Curve
  - Fuel Pressure Sample Rate
  - Minimum Fuel Pressure
  - Maximum Fuel Pressure
  - Failed Fuel Pressure
  - Fuel Pressure Failure Time
  - Fuel Pressure Recovery Time
  - SENSOR ZEROING
    - Fuel Pressue Zero Target
- FUEL RAIL PRESSURE
  - Fuel Rail Pressure Difference Threshold
  - Fuel Rail Pressure Difference Time
  - Fuel Rail Pressure Noise Decrement Rate
  - Fuel Rail Pressure Noise Threshold

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

(All Parameters Start Page 134)

- FUEL RAIL PRESSURE ONE (P_FRP1)
  - Fuel Rail Pressure One Sensor Type
  - Fuel Rail Pressure One Sensor Curve
  - Minimum Fuel Rail Pressure One
  - Maximum Fuel Rail Pressure One
  - Failed Fuel Rail Pressure One
  - Failure Time Fuel Rail Pressure One
- FUEL RAIL PRESSURE TWO (P_FRP2)
  - Fuel Rail Pressure Two Sensor Type
  - Fuel Rail Pressure Two Sensor Curve
  - Minimum Fuel Rail Pressure Two
  - Maximum Fuel Rail Pressure Two
  - Failed Fuel Rail Pressure Two
  - Failure Time Fuel Rail Pressure Two
- FUEL TEMPERATURE (FT)
  - Fuel Temperature Sensor Type
  - Fuel Temperature Software Filter
  - Fuel Temperature Sensor Curve
  - Fuel Temperature Sample Rate
  - Minimum Fuel Temperature
  - Maximum Fuel Temperature
  - Failed Fuel Temperature
  - Fuel Temperature Failure Time
  - Fuel Temperature Recovery Time
  - SENSOR ZEROING
    - Fuel Temperature Zero Target
- GEAR CUT LOAD CELL (GCL)
  - Gear Cut Load Cell Sensor Type
  - Gear Cut Load Cell Software Filter
  - Gear Cut Load Cell Sensor Curve
  - Gear Cut Load Cell Sample Rate
  - TRANSMISSION CONTROL
    - Switch Point Up Shift
    - Switch Point Down Shift
    - Switch Point Hysteresis
    - Switch Polarity
    - Mask Time
    - Gear Cut Abort Time
    - Mask Time After Gear Cut Abort
  - SENSOR ZEROING
    - Gear Cut Load Cell Zero Target

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

(All Parameters Start Page 134)

- GEAR POSITION SENSOR (GEAR_POS)
  - Gear Position Sensor Type
  - Gear Position Software Filter
  - Gear Position Sensor Curve
  - Gear Position Sample Rate
  - TRANSMISSION CONTROL
    - Gear Pot Minimum Voltage
    - Gear Pot Maximum Voltage
    - Default Gear
    - Gear Threshold Type
    - In Gear Voltages
    - Gear Position Thresholds
    - Gear Pot Fail Time
    - Gear Ratios
    - Gear Delta Offset
    - Out Of Gear Delta Offset
    - Enable Relative Gear Deltas
    - In Gear Voltage Adaption Filter
    - In Gear Voltage Average Filter
    - In Gear Voltage Max Adaption
    - Top Gear
    - Bottom Gear
  - LEGACY GEARCUT
    - Gear Position Definitions
    - Gear Position Thresholds
    - Internal Gear Ratio Thresholds
  - SENSOR ZEROING
    - Gear Position Zero Target

- GEAR BOX TEMPERATURE (GBT)
  - Gear Box Temperature Sensor Type
  - Gear Box Temperature Software Filter
  - Gear Box Temperature Sensor Curve
  - Gear Box Temperature Sample Rate
  - Minimum Gear Box Temperature
  - Maximum Gear Box Temperature
  - Failed Gear Box Temperature
  - SENSOR ZEROING
    - Gear Box Temperature Zero Target

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

(All Parameters Start Page 134)

- LAMBDA SENSORS
  - Lambda Sensor Minimum Deviation
  - LAMBDA ONE (LAM1)
    - Lambda One Software Filter
    - Lambda One Sample Rate
    - INTERNAL AMPLIFIER
      - Internal Lambda One Sensor Type
      - Internal Lambda One Sensor Curve
    - EXTERNAL AMPLIFIER
      - External Lambda One Sensor Type
      - External Lambda One Sensor Curve
    - LEGACY MODE SETUP
      - EXTERNAL LAMBDA SENSOR LIN
  - LAMBDA TWO (LAM2)
    - Lambda Two Software Filter
    - Lambda Two Sample Rate
    - INTERNAL LAMBDA SENSOR
      - Internal Lambda Two Sensor Type
      - Internal Lambda Two Sensor Curve
    - EXTERNAL LAMBDA AMPLIFIER SENSOR
      - External Lambda Two Sensor Type
      - External Lambda Two Sensor Curve
    - LEGACY MODE SETUP
      - EXTERNAL LAMBDA SENSOR LIN
  - LAMBDA THREE (LAM3)
    - Lambda Three Sensor Type
    - Lambda Three Software Filter
    - Lambda Three Sample Rate
    - EXTERNAL AMPLIFIER
      - Lambda Three Sensor Curve
  - LAMBDA FOUR (LAM4)
    - Lambda Four Sensor Type
    - Lambda Four Software Filter
    - Lambda Four Sample Rate
    - EXTERNAL AMPLIFIER
      - Lambda Four Sensor Curve
  - SIMPLE LAMBDA SENSORS
    - Simple Lambda Switching Rich Voltage
    - Simple Lambda Switching Lean Voltage
    - Simple Lambda Open Circuit Threshold

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

(All Parameters Start Page 134)

- MANIFOLD ABSOLUTE PRESSURE
  - MANIFOLD ABSOLUTE PRESSURE (MAP)
    - Manifold Absolute Pressure Sensor Type
    - Manifold Absolute Pressure Software Filter
    - Manifold Absolute Pressure Sensor Curve
    - Manifold Absolute Pressure Sample Rate
    - Manifold Absolute Pressure Sensor Mode Engine Speed Threshold
    - SENSOR ZEROING
      - Manifold Absolute Pressure Zero Target
  - MANIFOLD ABSOLUTE PRESSURE TWO (MAP2)
    - Manifold Absolute Pressure Two Sensor Type
    - Manifold Absolute Pressure Two Software Filter
    - Manifold Absolute Pressure Two Sensor Curve
    - Manifold Absolute Pressure Two Sample Rate
    - SENSOR ZEROING
  - Minimum Manifold Absolute Pressure
  - Maximum Manifold Absolute Pressure
  - Failed Manifold Absolute Pressure
  - Manifold Absolute Pressure Failure Time
  - Manifold Absolute Pressure Recovery Time
- MASS AIR FLOW (MAF)
  - Mass Air Flow Sensor Type
  - Mass Air Flow Software Filter
  - Mass Air Flow Sensor Curve
  - Mass Air Flow Sample Rate
  - SENSOR ZEROING
    - Mass Air Flow Zero Target

- MULTIPLEXED ANALOG INPUTS
  - MULTIPLEXED ANALOG INPUT ONE (MUX_ANA1)
    - Minimum Multiplexed Analog Input One
    - Maximum Multiplexed Analog Input One
    - Failed Multiplexed Analog Input One
  - MULTIPLEXED ANALOG INPUT TWO (MUX_ANA2)
    - Minimum Multiplexed Analog Input Two
    - Maximum Multiplexed Analog Input Two
    - Failed Multiplexed Analog Input Two

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

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- MULTIPLEXED DIGITAL INPUTS
  - MULTIPLEXED DIGITAL INPUT ONE (MUX_DIG1)
    - Multiplexed Digital Input One Sensor Type
    - Multiplexed Digital Input One Service Filter
    - Multiplexed Digital Input One Sensor Curve
    - Multiplexed Digital Input One Sample Rate
    - Minimum Multiplexed Digital Input One
    - Maximum Multiplexed Digital Input One
    - Failed Multiplexed Digital Input One
    - SENSOR ZEROING
      - Multiplexed Digital Input One Zero Target
  - MULTIPLEXED DIGITAL INPUT TWO (MUX_DIG2)
    - Multiplexed Digital Input Two Sensor Type
    - Multiplexed Digital Input Two Service Filter
    - Multiplexed Digital Input Two Sensor Curve
    - Multiplexed Digital Input Two Sample Rate
    - Minimum Multiplexed Digital Input Two
    - Maximum Multiplexed Digital Input Two
    - Failed Multiplexed Digital Input Two
    - SENSOR ZEROING
      - Multiplexed Digital Input Two Zero Target
- POSITION FEEDBACK SENSORS
  - POSITION FEEDBACK SENSOR (AUX_POS1)
    - Position Feedback Sensor Type
    - Position Feedback Software Filter
    - Position Feedback Sensor Curve
    - Position Feedback Sample Rate
  - POSITION FEEDBACK SENSOR TWO (AUX_POS2)
    - Position Feedback Two Sensor Type
    - Position Feedback Two Software Filter
    - Position Feedback Two Sensor Curve
    - Position Feedback Two Sample Rate
- POST COMPRESSOR PRESSURE (PCP)
  - Post Compressor Pressure Sensor Type
  - Post Compressor Pressure Software Filter
  - Post Compressor Pressure Sensor Curve
  - Post Compressor Pressure Sample Rate
  - Minimum Post Compressor Pressure
  - Maximum Post Compressor Pressure
  - Failed Post Compressor Pressure
  - SENSOR ZEROING
    - Post Compressor Pressure Zero Target

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

(All Parameters Start Page 134)

- POST RESTRICTER PRESSURE (PRP)
  - Post Restricter Pressure Sensor Type
  - Post Restricter Pressure Software Filter
  - Post Restricter Pressure Sensor Curve
  - Post Restricter Pressure Sample Rate
  - Minimum Post Restricter Pressure
  - Maximum Post Restricter Pressure
  - Failed Post Restricter Pressure
  - Post Restricter Pressure Failure Time
  - Post Restricter Pressure Recovery Time
  - SENSOR ZEROING
    - Post Restrictor Pressure Zero Target
- PEDAL POSITION SENSOR (PPS)
  - Pedal Position Sensors Input Select
  - PPS1 SENSOR
    - PPS1 Sensor Type
    - PPS1 Sensor Curve
    - Minimum PPS1 Position
    - Maximum PPS1 Position
    - Minimum PPS1 Voltage
    - Maximum PPS1 Voltage
    - Failed PPS1 Position
    - PPS1 Failure Time
    - PPS1 LINEAR POT SETUP
      - PPS1 Voltage 1
      - PPS1 Position 1
      - PPS1 Voltage 2
      - PPS1 Position 2
  - PPS2 SENSOR
    - PPS2 Sensor Type
    - PPS2 Sensor Curve
    - Minimum PPS2 Position
    - Maximum PPS2 Position
    - Minimum PPS2 Voltage
    - Maximum PPS2 Voltage
    - Failed PPS2 Position
    - PPS2 Failure Time
    - PPS2 LINEAR POT SETUP
      - PPS2 Voltage 1
      - PPS2 Position 1
      - PPS2 Voltage 2
      - PPS2 Position 2

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

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- CLOSED PPS SETUP
  - Initial PPS Minimum
  - Closed PPS Window
  - Closed PPS Hysteresis
- SPARE PRESSURE ONE (SPP1)
  - Spare Pressure One Sensor Type
  - Spare Pressure One Software Filter
  - Spare Pressure One Sensor Curve
  - Spare Pressure One Sample Rate
  - Minimum Spare Pressure One
  - Maximum Spare Pressure One
  - Failed Spare Pressure One
  - SENSOR ZEROING
    - Spare Pressure One Zero Target
- SPARE PRESSURE TWO (SPP2)
  - Spare Pressure Two Sensor Type
  - Spare Pressure Two Software Filter
  - Spare Pressure Two Sensor Curve
  - Spare Pressure Two Sample Rate
  - Minimum Spare Pressure Two
  - Maximum Spare Pressure Two
  - Failed Spare Pressure Two
  - SENSOR ZEROING
    - Spare Pressure Two Zero Target
- SPARE TEMPERATURE ONE (SPT1)
  - Spare Temperature One Sensor Type
  - Spare Temperature One Service Filter
  - Spare Temperature One Sensor Curve
  - Spare Temperature One Sample Rate
  - Minimum Spare Temperature One
  - Maximum Spare Temperature One
  - Failed Spare Temperature One
  - SENSOR ZEROING
    - Spare Temperature One Zero Target

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

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- SPARE TEMPERATURE TWO (SPT2)
  - Spare Temperature Two Sensor Type
  - Spare Temperature Two Service Filter
  - Spare Temperature Two Sensor Curve
  - Spare Temperature Two Sample Rate
  - Minimum Spare Temperature Two
  - Maximum Spare Temperature Two
  - Failed Spare Temperature Two
  - SENSOR ZEROING
    - Spare Temperature Two Zero Target
- STARTLINE TRIM POT (STPOT)
  - Startline Trim Pot Sensor Type
  - Startline Trim Pot Software Filter
  - Startline Trim Pot Sensor Curve
  - Startline Trim Pot Sample Rate
  - Startline Trim Pot Voltage Thresholds
  - Startline Trim Pot Default Position
- STEERING ANGLE SENSOR (STEER)
  - Steering Angle Sensor Type
  - Steering Angle Software Filter
  - Steering Angle Sensor Curve
  - Steering Angle Sample Rate
  - Minimum Steering Angle
  - Maximum Steering Angle
  - Failed Steering Angle
  - Steering Angle Sensor Zero Offset
  - SENSOR ZEROING
    - Steering Angle Zero Target

- THERMOCOUPLES
  - THERMOCOUPLE ONE (TEX1)
    - Exhaust Temperature Sensor Type
    - Exhaust Temperature Software Filter
    - Exhaust Temperature Sensor Curve
    - Exhaust Temperature Sample Rate
  - THERMOCOUPLE TWO (TEX2)
    - Exhaust Temperature Two Sensor Type
    - Exhaust Temperature Two Software Filter
    - Exhaust Temperature Two Sensor Curve
    - Exhaust Temperature Two Sample Rate
  - Minimum Exhaust Temperature
  - Maximum Exhaust Temperature
  - Failed Exhaust Temperature
  - Hot-Stop Error Threshold

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

(All Parameters Start Page 134)

- THROTTLE POSITION SENSOR (TPS)
  - TPSA1 SENSOR
    - Throttle Position Sensor Type
    - Throttle Position Software Filter
    - Throttle Position Sensor Curve
    - Throttle Position Sample Rate
    - Minimum Throttle Position
    - Maximum Throttle Position
    - Minimum Throttle Voltage
    - Maximum Throttle Voltage
    - Failed Throttle Position
    - TPSA1 Failure Time
    - TPSA1 LINEAR POT SETUP
      - TPSA1 Voltage 1
      - TPSA1 Position 1
      - TPSA1 Voltage 2
      - TPSA1 Position 2
  - TPSA2 SENSOR
    - TPSA2 Sensor Type
    - TPSA2 Sensor Curve
    - Minimum TPSA2 Position
    - Maximum TPSA2 Position
    - Minimum TPSA2 Voltage
    - Maximum TPSA2 Voltage
    - Failed TPSA2 Position
    - TPSA2 Failure Time
    - TPSA2 LINEAR POT SETUP
      - TPSA2 Voltage 1
      - TPSA2 Position 1
      - TPSA2 Voltage 2
      - TPSA2 Position 2
  - TPSB1 SENSOR
    - TPSB1 Sensor Type
    - TPSB1 Sensor Curve
    - Minimum TPSB1 Position
    - Maximum TPSB1 Position
    - Minimum TPSB1 Voltage
    - Maximum TPSB1 Voltage
    - Failed TPSB1 Position
    - TPSB1 Failure Time
    - TPSB1 LINEAR POT SETUP
      - TPSB1 Voltage 1
      - TPSB1 Position 1
      - TPSB1 Voltage 2
      - TPSB1 Position 2

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

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- TORQUE STRAIN GAUGE (TSG)
  - Torque Strain Gauge Sensor Type
  - Torque Strain Gauge Software Filter
  - Torque Strain Gauge Sensor Curve
  - Torque Strain Gauge Sample Rate
  - Minimum Strain Gauge Torque
  - Maximum Strain Gauge Torque
  - Failed Strain Gauge Torque
  - Strain Gauge Maximum Torque Per Gear
  - SENSOR ZEROING
    - Torque Strain Gauge Zero Target
- TRACTION CONTROL ADJUSTMENT POT (TCSPOT)
  - Traction Control Adjustment Pot Sensor Type
  - Traction Control Adjustment Pot Software Filter
  - Traction Control Adjustment Pot Sensor Curve
  - Traction Control Adjustment Pot Sample Rate
  - Traction Control Adjustment Pot Voltage Thresholds
  - TCS Restart Position
  - TCS Pot Change Notification on Serial Stream Enable
  - TCS Pot Change Notification on Serial Stream Time
  - TCS Pot from CAL Pot

- TRANSMISSION CONTROL
  - MODE SWITCH
    - Mode Switch Sensor Type
    - Mode Switch Software Filter
    - Mode Switch Sensor Curve
    - Mode Switch Service Time
    - Minimum Mode Switch Voltage
    - Maximum Mode Switch Voltage
    - Failed Mode Switch Voltage
    - Mode Switch Position Voltages
    - Bleed Mode Selection Debounce
    - SENSOR ZEROING
      - Transmission Mode Switch Zero Target
  - CLUTCH PRESSURE (P_CLUTCH)
    - Clutch Pressure Sensor Type
    - Clutch Pressure Software Filter
    - Clutch Pressure Sensor Curve
    - Clutch Pressure Sample Rate
    - Minimum Clutch Pressure
    - Maximum Clutch Pressure
    - Failed Clutch Pressure
    - SENSOR ZEROING
      - Clutch Pressure Zero Target

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

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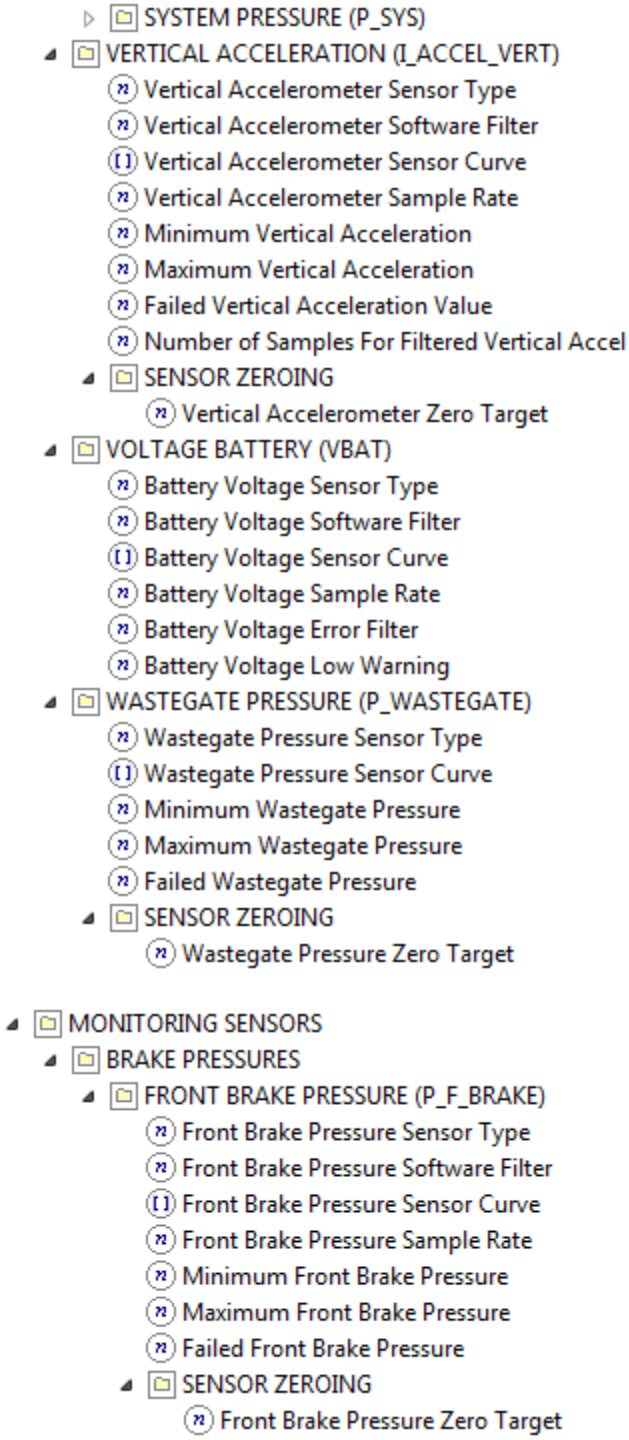

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

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- FRONT RIGHT BRAKE PRESSURE (P_FR_BRAKE)
  - Front Right Brake Pressure Sensor Type
  - Front Right Brake Pressure Software Filter
  - Front Right Brake Pressure Sensor Curve
  - Front Right Brake Pressure Sample Rate
  - Minimum Front Right Brake Pressure
  - Maximum Front Right Brake Pressure
  - Failed Front Right Brake Pressure
- REAR BRAKE PRESSURE (P_R_BRAKE)
  - Rear Brake Pressure Sensor Type
  - Rear Brake Pressure Software Filter
  - Rear Brake Pressure Sensor Curve
  - Rear Brake Pressure Sample Rate
  - Minimum Rear Brake Pressure
  - Maximum Rear Brake Pressure
  - Failed Rear Brake Pressure
  - SENSOR ZEROING
    - Rear Brake Pressure Zero Target
- REAR RIGHT BRAKE PRESSURE (P_RR_BRAKE)
  - Rear Right Brake Pressure Sensor Type
  - Rear Right Brake Pressure Software Filter
  - Rear Right Brake Pressure Sensor Curve
  - Rear Right Brake Pressure Sample Rate
  - Minimum Rear Right Brake Pressure
  - Maximum Rear Right Brake Pressure
  - Failed Rear Right Brake Pressure

- BRAKE TEMPERATURES
  - FRONT BRAKE DISC TEMPERATURE (T_FBD)
    - Front Brake Temperature Sensor Type
    - Front Brake Temperature Software Filter
    - Front Brake Temperature Sensor Curve
    - Front Brake Temperature Sample Rate
    - Minimum Front Brake Temperature
    - Maximum Front Brake Temperature
    - Failed Front Brake Temperature
    - SENSOR ZEROING
      - Front Brake Temperature Zero Target

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

(All Parameters Start Page 134)

- REAR BRAKE DISC TEMPERATURE (T_RBD)
  - Rear Brake Temperature Sensor Type
  - Rear Brake Temperature Software Filter
  - Rear Brake Temperature Sensor Curve
  - Rear Brake Temperature Sample Rate
  - Minimum Rear Brake Temperature
  - Maximum Rear Brake Temperature
  - Failed Rear Brake Temperature
  - SENSOR ZEROING
    - Rear Brake Temperature Zero Target
- CRANK CASE PRESSURE (CCP)
  - Crank Case Pressure Sensor Type
  - Crank Case Pressure Software Filter
  - Crank Case Pressure Sensor Curve
  - Crank Case Pressure Sample Rate
  - Minimum Crank Case Pressure
  - Maximum Crank Case Pressure
  - Failed Crank Case Pressure
  - SENSOR ZEROING
    - Crank Case Pressure Zero Target
- DAMPER DISPLACEMENTS
  - DAMPER DISPLACEMENT R (X_R_DAMPER)
    - Rear Damper Displacement Sensor Type
    - Rear Damper Displacement Software Filter
    - Rear Damper Displacement Sensor Curve
    - Rear Damper Displacement Sample Rate
    - Minimum Rear Damper Displacement
    - Maximum Rear Damper Displacement
    - Failed Rear Damper Displacement
    - SENSOR ZEROING
      - Rear Damper Displacement Zero Target
  - REAR RIGHT DAMPER DISPLACEMENT RR (X_RR_DAMPER)
    - Rear Right Damper Displacement Sensor Type
    - Rear Right Damper Displacement Software Filter
    - Rear Right Damper Displacement Sensor Curve
    - Rear Right Damper Displacement Sample Rate
    - Minimum Rear Right Damper Displacement
    - Maximum Rear Right Damper Displacement
    - Failed Rear Right Damper Displacement

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

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- DIFF FRONT TEMPERATURE (FDT)
  - Front Diff Temperature Sensor Type
  - Front Diff Temperature Software Filter
  - Front Diff Temperature Sensor Curve
  - Front Diff Temperature Sample Rate
  - Minimum Front Diff Temperature
  - Maximum Front Diff Temperature
  - Failed Front Diff Temperature
  - SENSOR ZEROING
    - Front Diff Temperature Zero Target
- DIFF REAR TEMPERATURE (RDT)
  - Rear Diff Temperature Sensor Type
  - Rear Diff Temperature Software Filter
  - Rear Diff Temperature Sensor Curve
  - Rear Diff Temperature Sample Rate
  - Minimum Rear Diff Temperature
  - Maximum Rear Diff Temperature
  - Failed Rear Diff Temperature
  - SENSOR ZEROING
    - Rear Diff Temperature Zero Target
- ENGINE COOLANT TEMPERATURE IN (T_ECT_IN)
  - Engine Coolant Temperature In Sensor Type
  - Engine Coolant Temperature In Software Filter
  - Engine Coolant Temperature In Sensor Curve
  - Engine Coolant Temperature In Sample Rate
  - Minimum Engine Coolant Temperature In
  - Maximum Engine Coolant Temperature In
  - Failed Engine Coolant Temperature In
  - SENSOR ZEROING
    - Engine Coolant Temperature In Zero Target
- ENGINE ID
  - Engine Serial Number Allocation
  - ENGINE ID ONE (ID_ENGINE1)
    - Engine Id One Sensor Type
    - Engine Id One Software Filter
    - Engine Id One Sensor Curve
    - Engine Id One Sample Rate
    - Minimum Engine Id One Voltage
    - Maximum Engine Id One Voltage
    - Failed Engine Id One
    - Engine Id One Voltage Thresholds

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

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- ENGINE ID TWO (ID_ENGINE2)
  - Engine Id Two Sensor Type
  - Engine Id Two Software Filter
  - Engine Id Two Sensor Curve
  - Engine Id Two Sample Rate
  - Minimum Engine Id Two Voltage
  - Maximum Engine Id Two Voltage
  - Failed Engine Id Two
  - Engine Id Two Voltage Thresholds
- ENGINE OIL PRESSURE SCAVENGE (P_EOP_SCAV)
  - Engine Oil Pressure Scavenge Sensor Type
  - Engine Oil Pressure Scavenge Software Filter
  - Engine Oil Pressure Scavenge Sensor Curve
  - Engine Oil Pressure Scavenge Sample Rate
  - Minimum Engine Oil Pressure Scavenge
  - Maximum Engine Oil Pressure Scavenge
  - Failed Engine Oil Pressure Scavenge
  - SENSOR ZEROING
    - Engine Oil Pressure Scavenge Zero Target
- ENGINE OIL TEMP IN (T_EOT_IN)
  - Engine Oil Temperature In Sensor Type
  - Engine Oil Temperature In Software Filter
  - Engine Oil Temperature In Sensor Curve
  - Engine Oil Temperature In Sample Rate
  - Minimum Engine Oil Temperature In
  - Maximum Engine Oil Temperature In
  - Failed Engine Oil Temperature In
  - SENSOR ZEROING
    - Engine Oil Temperature In Zero Target

- GYRO (I_GYRO)
  - Gyro Sensor Type
  - Gyro Software Filter
  - Gyro Sensor Curve
  - Gyro Sample Rate
  - Minimum Gyro
  - Maximum Gyro
  - Failed Gyro
  - SENSOR ZEROING
    - Gyro Zero Target

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

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- LATERAL ACCELERATION (I_ACCEL_LAT)
  - Lateral Accelerometer Sensor Type
  - Lateral Accelerometer Software Filter
  - Lateral Accelerometer Sensor Curve
  - Lateral Accelerometer Sample Rate
  - Minimum Lateral Acceleration
  - Maximum Lateral Acceleration
  - Failed Lateral Acceleration Value
  - SENSOR ZEROING
    - Lateral Accelerometer Zero Target
- LONGITUDINAL ACCELERATION (I_ACCEL_LONG)
  - Longitudinal Accelerometer Sensor Type
  - Longitudinal Accelerometer Software Filter
  - Longitudinal Accelerometer Sensor Curve
  - Longitudinal Accelerometer Sample Rate
  - Minimum Longitudinal Acceleration
  - Maximum Longitudinal Acceleration
  - Failed Longitudinal Acceleration Value
  - SENSOR ZEROING
    - Longitudinal Accelerometer Zero Target

- TRANSMISSION CONTROL (P_BLIPPER)
  - BLIPPER PRESSURE (P_BLIPPER)
    - Blipper Pressure Sensor Type
    - Blipper Pressure Software Filter
    - Blipper Pressure Sensor Curve
    - Blipper Pressure Sample Rate
    - Minimum Blipper Pressure
    - Maximum Blipper Pressure
    - Failed Blipper Pressure
    - SENSOR ZEROING
      - Blipper Pressure Zero Target

- TRANSMISSION CONTROL
  - BLIPPER PRESSURE (P_BLIPPER)
    - Blipper Pressure Sensor Type
    - Blipper Pressure Software Filter
    - Blipper Pressure Sensor Curve
    - Blipper Pressure Sample Rate
    - Minimum Blipper Pressure
    - Maximum Blipper Pressure
    - Failed Blipper Pressure
    - SENSOR ZEROING
      - Blipper Pressure Zero Target

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

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- UPSHIFT PRESSURE (P_UPSHIFT)
  - Upshift Pressure Sensor Type
  - Upshift Pressure Software Filter
  - Upshift Pressure Sensor Curve
  - Upshift Pressure Sample Rate
  - Minimum Upshift Pressure
  - Maximum Upshift Pressure
  - Failed Upshift Pressure
  - SENSOR ZEROING
    - Upshift Pressure Zero Target
- DOWNSHIFT PRESSURE (P_DOWNSHIFT)
  - Downshift Pressure Sensor Type
  - Downshift Pressure Software Filter
  - Downshift Pressure Sensor Curve
  - Downshift Pressure Sample Rate
  - Minimum Downshift Pressure
  - Maximum Downshift Pressure
  - Failed Downshift Pressure
  - SENSOR ZEROING
    - Downshift Pressure Zero Target
- CLUTCH DISPLACEMENT (X_CLUTCH)
  - Clutch Displacement Sensor Type
  - Clutch Displacement Software Filter
  - Clutch Displacement Sensor Curve
  - Clutch Displacement Sample Rate
  - Minimum Clutch Displacement
  - Maximum Clutch Displacement
  - Failed Clutch Displacement
  - SENSOR ZEROING
    - Clutch Displacement Zero Target
- PUMP CURRENT
  - Pump Current Sensor Type
  - Pump Current Service Filter
  - Pump Current Sensor Curve
  - Pump Current Sample Rate
  - Minimum Pump Current
  - Maximum Pump Current
  - Failed Pump Current
  - SENSOR ZEROING
    - Pump Current Zero Target

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

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- WATER PRESSURE (P_WAT)
  - Water Pressure Sensor Type
  - Water Pressure Software Filter
  - Water Pressure Sensor Curve
  - Water Pressure Sample Rate
  - Minimum Water Pressure
  - Maximum Water Pressure
  - Failed Water Pressure
  - SENSOR ZEROING
    - Water Pressure Zero Target
- HARDWARE SETUP
  - CRANK AND CAM POSITION CONFIGURATION
    - Crank and Cam Configuration Mode
    - N MINUS M CRANK WHEEL SETUP
      - Logical Teeth on Crankshaft Wheel
      - Missing Teeth on Crankshaft Wheel
      - Crank Tooth Reference Angle
      - Cam Position
      - Ignore Cam For Phase Engine Speed Threshold
      - N-M Advanced Setup Enable
      - ADVANCED SETUP
        - Crank Wheel Missing Teeth Gap Detection Ratio
        - Cam Latch Angle Offset
        - Cam For Reference Tooth Enable
        - Cam For Reference Tooth Exit Speed
        - Tooth Synchronization Count
        - 360 Synchronization Count
        - 720 Synchronization Count
    - USER DEFINED CRANK WHEEL SETUP
      - SYNC EVENTS
        - Tooth Synchronization Count
        - 360 Synchronization Count
        - 720 Synchronization Count
      - CRANK CONFIGURATION
        - Crank Input Source Select
        - CRANK WHEEL PATTERNS
          - Tooth Spacing
          - Sections
          - Crank Pattern Select
          - CRANK PATTERN ONE
            - ANGLE SPACING
              - Section Number
            - NUMBER OF TEETH
              - Section Number

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

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- CRANK PATTERN TWO
  - ANGLE SPACING
    - Section Number
  - NUMBER OF TEETH
    - Section Number
- ANOMALIES
  - USER CRANK ONE
    - Number of Pairs
    - ALTERNATIVE ONE
      - Enable
      - Threshold Pair Values
    - ALTERNATIVE TWO
      - Enable
      - Threshold Pair Values
    - ALTERNATIVE THREE
      - Enable
      - Threshold Pair Values
    - ALTERNATIVE FOUR
      - Enable
      - Threshold Pair Values
  - USER CRANK TWO
    - Number of Pairs
    - ALTERNATIVE ONE
      - Enable
      - Threshold Pair Values
    - ALTERNATIVE TWO
      - Enable
      - Threshold Pair Values
    - ALTERNATIVE THREE
      - Enable
      - Threshold Pair Values
    - ALTERNATIVE FOUR
      - Enable
      - Threshold Pair Values
  - USER CRANK TWO
    - Number of Pairs
    - ALTERNATIVE ONE
      - Enable
      - Threshold Pair Values
    - ALTERNATIVE TWO
      - Enable
      - Threshold Pair Values
    - ALTERNATIVE THREE
      - Enable
      - Threshold Pair Values

- ALTERNATIVE FOUR
  - Enable
  - Threshold Pair Values
- USER CRANK THREE
  - Number of Pairs
  - ALTERNATIVE ONE
    - Enable
    - Threshold Pair Values
  - ALTERNATIVE TWO
    - Enable
    - Threshold Pair Values
  - ALTERNATIVE THREE
    - Enable
    - Threshold Pair Values
  - Alternative FOUR
    - Enable
    - Threshold Pair Values
- CRANK EDGE ANOMALIES
  - Crank Rising
  - Crank Falling

- CAM CONFIGURATION
  - Cam Edge
  - Cam Delay Angle
  - Ignore Cam For Phase Engine Speed Threshold
  - Cam For Reference Tooth Enable
  - Cam For Reference Tooth Exit Speed

  - ANOMALIES
    - CAM EDGE ANOMALIES
      - Cam Rising
      - Cam Falling
    - CAM PULSE WIDTH ANOMALY
      - Anomaly Enabled
      - Angle Value
      - Edge to start Angle Count on
      - Edge to stop Angle Count on

- POSITION OF PATTERN OUTPUT
  - PATTERN ONE
    - Pattern Enable
    - Pattern Type

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

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- SEQUENTIAL PATTERN
  - ANOMOLY ENABLE
    - Anomaly 1 Comparison Enable
    - Anomaly 2 Comparison Enable
    - Anomaly 3 Comparison Enable
    - Anomaly 4 Comparison Enable
    - Anomaly 5 Comparison Enable
    - Anomaly 6 Comparison Enable
    - Anomaly 7 Comparison Enable
    - Anomaly 8 Comparison Enable
  - ANOMOLY SELECT
    - Anomaly 1
    - Anomaly 2
    - Anomaly 3
    - Anomaly 4
    - Anomaly 5
    - Anomaly 6
    - Anomaly 7
    - Anomaly 8
- COUNTED PATTERN
  - Start of Pattern
  - End of Pattern
  - Pulses in Counted Pattern
  - Restart on Start of Pattern
  - Pulse Count Comparison
  - End of Pattern Pulse Count Value Comparison
- SYNCHRONIZATION
  - Sync Detect Loss Enable
  - 360 SYNCHRONIZATION
    - 360 Synchronization
    - Angle before next Crank pulse
    - Tooth Number of current tooth
    - Section number of current tooth
    - ERROR CHECKING
      - Phase Error Checking
      - Phase of Tooth
  - 720 SYNCHRONIZATION
    - 720 Synchronization
    - Gate Angle
    - Gate Phase

- PATTERN TWO
  - Pattern Enable
  - Pattern Type
  - SEQUENTIAL PATTERN
    - ANOMOLY ENABLE
      - Anomaly 1 Comparison Enable
      - Anomaly 2 Comparison Enable
      - Anomaly 3 Comparison Enable
      - Anomaly 4 Comparison Enable
      - Anomaly 5 Comparison Enable
      - Anomaly 6 Comparison Enable
      - Anomaly 7 Comparison Enable
      - Anomaly 8 Comparison Enable
    - ANOMOLY SELECT
      - Anomaly 1
      - Anomaly 2
      - Anomaly 3
      - Anomaly 4
      - Anomaly 5
      - Anomaly 6
      - Anomaly 7
      - Anomaly 8
  - COUNTED PATTERN
    - Start of Pattern
    - End of Pattern
    - Pulses in Counted Pattern
    - Restart on Start of Pattern
    - Pulse Count Comparison
    - End of Pattern Pulse Count Value Comparison
  - SYNCHRONIZATION
    - Sync Detect Loss Enable
    - 360 SYNCHRONIZATION
      - 360 Synchronization
      - Angle before next Crank pulse
      - Tooth Number of current tooth
      - Section number of current tooth
      - ERROR CHECKING
        - Phase Error Checking
        - Phase of Tooth
    - 720 SYNCHRONIZATION
      - 720 Synchronization
      - Gate Angle
      - Gate Phase

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

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- PATTERN THREE
  - Pattern Enable
  - Pattern Type
  - SEQUENTIAL PATTERN
    - ANOMOLY ENABLE
      - Anomaly 1 Comparison Enable
      - Anomaly 2 Comparison Enable
      - Anomaly 3 Comparison Enable
      - Anomaly 4 Comparison Enable
      - Anomaly 5 Comparison Enable
      - Anomaly 6 Comparison Enable
      - Anomaly 7 Comparison Enable
      - Anomaly 8 Comparison Enable
    - ANOMOLY SELECT
      - Anomaly 1
      - Anomaly 2
      - Anomaly 3
      - Anomaly 4
      - Anomaly 5
      - Anomaly 6
      - Anomaly 7
      - Anomaly 8
  - COUNTED PATTERN
    - Start of Pattern
    - End of Pattern
    - Pulses in Counted Pattern
    - Restart on Start of Pattern
    - Pulse Count Comparison
    - End of Pattern Pulse Count Value Comparison
  - SYNCHRONIZATION
    - Sync Detect Loss Enable
    - 360 SYNCHRONIZATION
      - 360 Synchronization
      - Angle before next Crank pulse
      - Tooth Number of current tooth
      - Section number of current tooth
      - ERROR CHECKING
        - Phase Error Checking
        - Phase of Tooth
    - 720 SYNCHRONIZATION
      - 720 Synchronization
      - Gate Angle
      - Gate Phase

- PATTERN FOUR
  - Pattern Enable
  - Pattern Type
  - SEQUENTIAL PATTERN
    - ANOMOLY ENABLE
      - Anomaly 1 Comparison Enable
      - Anomaly 2 Comparison Enable
      - Anomaly 3 Comparison Enable
      - Anomaly 4 Comparison Enable
      - Anomaly 5 Comparison Enable
      - Anomaly 6 Comparison Enable
      - Anomaly 7 Comparison Enable
      - Anomaly 8 Comparison Enable
    - ANOMOLY SELECT
      - Anomaly 1
      - Anomaly 2
      - Anomaly 3
      - Anomaly 4
      - Anomaly 5
      - Anomaly 6
      - Anomaly 7
      - Anomaly 8
  - COUNTED PATTERN
    - Start of Pattern
    - End of Pattern
    - Pulses in Counted Pattern
    - Restart on Start of Pattern
    - Pulse Count Comparison
    - End of Pattern Pulse Count Value Comparison
  - SYNCHRONIZATION
    - Sync Detect Loss Enable
    - 360 SYNCHRONIZATION
      - 360 Synchronization
      - Angle before next Crank pulse
      - Tooth Number of current tooth
      - Section number of current tooth
      - ERROR CHECKING
        - Phase Error Checking
        - Phase of Tooth
    - 720 SYNCHRONIZATION
      - 720 Synchronization
      - Gate Angle
      - Gate Phase

- PATTERN FIVE
  - Pattern Enable
  - Pattern Type
  - SEQUENTIAL PATTERN
    - ANOMOLY ENABLE
      - Anomaly 1 Comparison Enable
      - Anomaly 2 Comparison Enable
      - Anomaly 3 Comparison Enable
      - Anomaly 4 Comparison Enable
      - Anomaly 5 Comparison Enable
      - Anomaly 6 Comparison Enable
      - Anomaly 7 Comparison Enable
      - Anomaly 8 Comparison Enable
    - ANOMOLY SELECT
      - Anomaly 1
      - Anomaly 2
      - Anomaly 3
      - Anomaly 4
      - Anomaly 5
      - Anomaly 6
      - Anomaly 7
      - Anomaly 8
  - COUNTED PATTERN
    - Start of Pattern
    - End of Pattern
    - Pulses in Counted Pattern
    - Restart on Start of Pattern
    - Pulse Count Comparison
    - End of Pattern Pulse Count Value Comparison
  - SYNCHRONIZATION
    - Sync Detect Loss Enable
    - 360 SYNCHRONIZATION
      - 360 Synchronization
      - Angle before next Crank pulse
      - Tooth Number of current tooth
      - Section number of current tooth
      - ERROR CHECKING
        - Phase Error Checking
        - Phase of Tooth
    - 720 SYNCHRONIZATION
      - 720 Synchronization
      - Gate Angle
      - Gate Phase

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

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- PATTERN SIX
  - Pattern Enable
  - Pattern Type
  - SEQUENTIAL PATTERN
    - ANOMOLY ENABLE
      - Anomaly 1 Comparison Enable
      - Anomaly 2 Comparison Enable
      - Anomaly 3 Comparison Enable
      - Anomaly 4 Comparison Enable
      - Anomaly 5 Comparison Enable
      - Anomaly 6 Comparison Enable
      - Anomaly 7 Comparison Enable
      - Anomaly 8 Comparison Enable
    - ANOMOLY SELECT
      - Anomaly 1
      - Anomaly 2
      - Anomaly 3
      - Anomaly 4
      - Anomaly 5
      - Anomaly 6
      - Anomaly 7
      - Anomaly 8
  - COUNTED PATTERN
    - Start of Pattern
    - End of Pattern
    - Pulses in Counted Pattern
    - Restart on Start of Pattern
    - Pulse Count Comparison
    - End of Pattern Pulse Count Value Comparison
  - SYNCHRONIZATION
    - Sync Detect Loss Enable
    - 360 SYNCHRONIZATION
      - 360 Synchronization
      - Angle before next Crank pulse
      - Tooth Number of current tooth
      - Section number of current tooth
      - ERROR CHECKING
        - Phase Error Checking
        - Phase of Tooth
    - 720 SYNCHRONIZATION
      - 720 Synchronization
      - Gate Angle
      - Gate Phase

- SEQUENTIAL PATTERN
  - Pattern Enable
  - Pattern Type
  - SEQ PATTERN SEVEN
    - ANOMOLY ENABLE
      - Anomaly 1 Comparison Enable
      - Anomaly 2 Comparison Enable
      - Anomaly 3 Comparison Enable
      - Anomaly 4 Comparison Enable
      - Anomaly 5 Comparison Enable
      - Anomaly 6 Comparison Enable
      - Anomaly 7 Comparison Enable
      - Anomaly 8 Comparison Enable
    - ANOMOLY SELECT
      - Anomaly 1
      - Anomaly 2
      - Anomaly 3
      - Anomaly 4
      - Anomaly 5
      - Anomaly 6
      - Anomaly 7
      - Anomaly 8
  - COUNTED PATTERN
    - Start of Pattern
    - End of Pattern
    - Pulses in Counted Pattern
    - Restart on Start of Pattern
    - Pulse Count Comparison
    - End of Pattern Pulse Count Value Comparison
  - SYNCHRONIZATION
    - Sync Detect Loss Enable
    - 360 SYNCHRONIZATION
      - 360 Synchronization
      - Angle before next Crank pulse
      - Tooth Number of current tooth
      - Section number of current tooth
      - ERROR CHECKING
        - Phase Error Checking
        - Phase of Tooth
    - 720 SYNCHRONIZATION
      - 720 Synchronization
      - Gate Angle
      - Gate Phase

- PATTERN EIGHT
  - Pattern Enable
  - Pattern Type
  - SEQUENTIAL PATTERN
    - ANOMOLY ENABLE
      - Anomaly 1 Comparison Enable
      - Anomaly 2 Comparison Enable
      - Anomaly 3 Comparison Enable
      - Anomaly 4 Comparison Enable
      - Anomaly 5 Comparison Enable
      - Anomaly 6 Comparison Enable
      - Anomaly 7 Comparison Enable
      - Anomaly 8 Comparison Enable
    - ANOMOLY SELECT
      - Anomaly 1
      - Anomaly 2
      - Anomaly 3
      - Anomaly 4
      - Anomaly 5
      - Anomaly 6
      - Anomaly 7
      - Anomaly 8
  - COUNTED PATTERN
    - Start of Pattern
    - End of Pattern
    - Pulses in Counted Pattern
    - Restart on Start of Pattern
    - Pulse Count Comparison
    - End of Pattern Pulse Count Value Comparison
  - SYNCHRONIZATION
    - Sync Detect Loss Enable
    - 360 SYNCHRONIZATION
      - 360 Synchronization
      - Angle before next Crank pulse
      - Tooth Number of current tooth
      - Section number of current tooth
      - ERROR CHECKING
        - Phase Error Checking
        - Phase of Tooth
    - 720 SYNCHRONIZATION
      - 720 Synchronization
      - Gate Angle
      - Gate Phase

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

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- ENGINE CONFIGURATION
  - Number of Cylinders
  - Firing Order
  - Enable Odd Fire
  - Odd Fire Cylinder Offsets
  - Cylinder Bank Allocation
- INJECTOR CONFIGURATION
  - Injector 5 to 12 Channel Usage
  - Injector Duty Error Threshold Bank 0
  - Injector Duty Error Threshold Bank 1
  - Injector Impedance
  - LOW IMP INJECTOR CONFIGURATION
    - Low Impedance Peak Sustain Enable
    - Low Impedance Peak Timeout
    - Low Impedance Hold Time
    - Low Impedance INJ Peak Current
    - Low Impedance INJ Hold Current
  - Bank 0 Injector Channel Mapping
  - Bank 1 Injector Channel Mapping
- IGNITION COIL CONFIGURATION
  - Ignition 1 to 8 Channel Usage
  - Coil Drive Type
  - Ignition Channel Mapping
  - Ignition Coil Mode
  - Ignition System Switching Delay

  - CDI CONFIGURATION
    - CDI STEP5 MOTOROLA
      - PIN ASSIGNMENT
        - Ignition Timing Output (IGTIM)
        - Ignition Sync Set (IGSET)
        - Ignition Output Cut (IGCUT)
    - COSWORTH SPARK BOX CONFIGURATION
      - PIN ASSIGNMENT
        - Trigger Channel Select
        - Sync Channel Select
        - Trigger Pulse Duration
    - ZYTEK DCDI
      - PIN ASSIGNMENT
        - MUX CDM Select C (LSB)
        - MUX CDM Select B
        - MUX CDM Select A (MSB)
        - Ignition Timing Output (EST)

- IGNITION ANGLE LIMITS
  - Minimum Ignition Angle
  - Maximum Ignition Angle
- IGNITION SETPOINT CONFIGURATION
  - User-Defined Ignition Enable
  - User-Defined Ignition Angle Set Point
- DETONATION
  - Knock Feature Enable
  - Detonation Channel Mapping
  - SIGNAL SAMPLING SETUP
    - Integrator Start Angle
    - Integrator Stop Angle
    - Integrator Offset Angle
    - Detection Frequency
    - Filter Gain
    - Integrator Time Constant
  - KNOCK DETERMINATION
    - Average Frequency Multipliers
    - Average Sum Multipliers
    - averaging filter depth
    - Knock Input Cylinder Scale
    - Knock Limit
    - Knock Warning Level
    - Knock Warning Duration
    - Knock Flatline Detection
  - IGNITION CONTROL
    - Ignition Correction Source
    - Ignition Control Enable f(TPS)
    - Ignition Control Enable f(RPM)
    - Ignition Control Disable f(TPS)
    - Ignition Control Disable f(RPM)
    - Ignition Correction Per Event
    - Ignition Correction Maximum
    - Ignition Ramp Back Delay
    - Ignition Ramp Back Angle
  - BOOST DISABLE
    - Knock Boost Override Enabled
    - Knock Boost Override Time
  - KNOCK SENSOR SETUP
    - Knock Sensor Error Enable RPM Threshold
    - Knock Sensor Error Voltage Threshold
    - Knock Sensor Error Time

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

(All Parameters Start Page 134)

- MULTI-FUNCTION INPUT CHANNELS
  - DIGITAL INPUTS
    - DIN1 (CN1 49)
      - Channel DIN1 Function Select
      - Channel DIN1 Invert Select
      - Channel DIN1 Pullup Select
      - Threshold Select Group 1 DIN1 and DIN2
      - Channel DIN1 Analog Alternate Function Select
    - DIN2 (CN1 53)
      - Channel DIN2 Function Select
      - Channel DIN2 Invert Select
      - Channel DIN2 Pullup Select
      - Threshold Select Group 1 DIN1 and DIN2
      - Channel DIN2 Analog Alternate Function Select
    - DIN3 (CN1 50)
      - Channel DIN3 Function Select
      - Channel DIN3 Invert Select
      - Channel DIN3 Pullup Select
      - Threshold Select Group 2 DIN3 and DIN4
      - Channel DIN3 Analog Alternate Function Select
    - DIN4 (CN1 54)
      - Channel DIN4 Function Select
      - Channel DIN4 Invert Select
      - Channel DIN4 Pullup Select
      - Threshold Select Group 2 DIN3 and DIN4
      - Channel DIN4 Analog Alternate Function Select
    - DIN5 (CN1 47)
      - Channel DIN5 Function Select
      - Channel DIN5 Invert Select
      - Channel DIN5 Pullup Select
      - Threshold Select Group 3 DIN5 and DIN6
      - Channel DIN5 Analog Alternate Function Select
    - DIN6 (CN1 44)
      - Channel DIN6 Function Select
      - Channel DIN6 Invert Select
      - Channel DIN6 Pullup Select
      - Threshold Select Group 3 DIN5 and DIN6
      - Channel DIN6 Analog Alternate Function Select
    - DIN7 (CN1 42)
      - Channel DIN7 Function Select
      - Channel DIN7 Invert Select
      - Channel DIN7 Pullup Select
      - Threshold Select Group 4 DIN7 to DIN10
      - Channel DIN7 Analog Alternate Function Select

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

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- DIN8 (CN1 48)
  - Channel DIN8 Function Select
  - Channel DIN8 Invert Select
  - Channel DIN8 Pullup Select
  - Threshold Select Group 4 DIN7 to DIN10
  - Channel DIN8 Analog Alternate Function Select
- DIN9 (CN1 35)
  - Channel DIN9 Function Select
  - Channel DIN9 Invert Select
  - Channel DIN9 Pullup Select
  - Threshold Select Group 4 DIN7 to DIN10
  - Channel DIN9 Analog Alternate Function Select
- DIN10 (CN1 51)
  - Channel DIN10 Function Select
  - Channel DIN10 Invert Select
  - Channel DIN10 Pullup Select
  - Threshold Select Group 4 DIN7 to DIN10
  - Channel DIN10 Analog Alternate Function Select
- CAM (CN1 41)
  - Channel CAM Function Select

- ANALOG INPUTS
  - AIN1 (CN1 20)
    - AIN1 Function Select
    - AIN1 Pullup Select
  - AIN2 (CN1 6)
    - AIN2 Function Select
    - AIN2 Pullup Select
  - AIN3 (CN1 27)
    - AIN3 Function Select
    - AIN3 Pullup Select
  - AIN4 (CN1 2)
    - AIN4 Function Select
    - AIN4 Pullup Select
  - AIN5 (CN1 19)
    - AIN5 Function Select
    - AIN5 Pullup Select
  - AIN6 (CN1 7)
    - AIN6 Function Select
    - AIN6 Pullup Select
  - AIN7 (CN1 18)
    - AIN7 Function Select
    - AIN7 Pullup Select
  - AIN8 (CN1 3)
    - AIN8 Function Select
    - AIN8 Pullup Select

- AIN9 (CN1 24)
  - AIN9 Function Select
  - AIN9 Pullup Select
- AIN10 (CN1 8)
  - AIN10 Function Select
  - AIN10 Pullup Select
- AIN11 (CN1 23)
  - AIN11 Function Select
  - AIN11 Pullup Select
- AIN12 (CN1 9)
  - AIN12 Function Select
  - AIN12 Pullup Select
- LAMBDA INPUTS
  - LAMBDA ONE
    - Lambda One Function Select
    - Lambda One Analog Alternate Function
    - Lambda One Pullup
  - LAMBDA TWO
    - Lambda Two Function Select
    - Lambda Two Analog Alternate Function
    - Lambda Two Pullup
- THERMOCOUPLES
  - Exhaust Temperature Sensor Type
  - Exhaust Temperature Two Sensor Type
- UNUSED INJECTOR CHANNELS
  - INJ1 (CN2 X)
    - INJ1 Analog Alternate Function Select
  - INJ2 (CN2 W)
    - INJ2 Analog Alternate Function Select
  - INJ3 (CN2 A)
    - INJ3 Analog Alternate Function Select
  - INJ4 (CN2 R)
    - INJ4 Analog Alternate Function Select
  - INJ5 (CN2 B)
    - INJ5 Analog Alternate Function Select
  - INJ6 (CN2 T)
    - INJ6 Analog Alternate Function Select
  - INJ7 (CN2 C)
    - INJ7 Analog Alternate Function Select
  - INJ8 (CN2 U)
    - INJ8 Analog Alternate Function Select
  - INJ9 (CN2 D)
    - INJ9 Analog Alternate Function Select
  - INJ10 (CN2 V)
    - INJ10 Analog Alternate Function Select

- INJ11 (CN3 V)
  - INJ11 Analog Alternate Function Select
- INJ12 (CN3 W)
  - INJ12 Analog Alternate Function Select
- INPUT SUMMARY
  - Injector 1 to 4 Channel Usage
  - Injector 5 to 12 Channel Usage
- UNUSED IGNITION CHANNELS
  - IGN1 (IGN 1,CN2 K)
    - IGN1 Analog Alternate Function Select
  - IGN2 (IGN 2,CN2 J)
    - IGN2 Analog Alternate Function Select
  - IGN3 (IGN 3,CN2 H)
    - IGN3 Analog Alternate Function Select
  - IGN4 (IGN 4,CN2 G)
    - IGN4 Analog Alternate Function Select
  - IGN5 (IGN 5,CN2 F)
    - IGN5 Analog Alternate Function Select
  - IGN6 (IGN 6,CN2 E)
    - IGN6 Analog Alternate Function Select
  - IGN7 (IGN 7,CN3 C)
    - IGN7 Analog Alternate Function Select
  - IGN8 (IGN 8,CN3 D)
    - IGN8 Analog Alternate Function Select
- SWAN MULTIPLEXED INPUTS
  - DIGITAL INPUTS
    - MDIN1
      - Channel DIGMUX1 Function Select
      - Channel DIGMUX1 Invert Select
    - MDIN2
      - Channel DIGMUX2 Function Select
      - Channel DIGMUX2 Invert Select
    - MDIN3
      - Channel DIGMUX3 Function Select
      - Channel DIGMUX3 Invert Select
    - MDIN4
      - Channel DIGMUX4 Function Select
      - Channel DIGMUX4 Invert Select
    - MDIN5
      - Channel DIGMUX5 Function Select
      - Channel DIGMUX5 Invert Select
    - MDIN6
      - Channel DIGMUX6 Function Select
      - Channel DIGMUX6 Invert Select

- MDIN7
  - Channel DIGMUX7 Function Select
  - Channel DIGMUX7 Invert Select
- MDIN8
  - Channel DIGMUX8 Function Select
  - Channel DIGMUX8 Invert Select
- MULTIPLEXER SETUP
  - Digital Multiplexer Voltage Points
  - Digital Multiplexer Voltage Tolerance
  - Digital Multiplexer 1 Switch States
  - Digital Multiplexer 2 Switch States
  - Digital Multiplexer Filter Time

- ANALOG INPUTS
  - MAIN1
    - MUXAIN1 Function Select
  - MAIN2
    - MUXAIN2 Function Select
  - MAIN3
    - MUXAIN3 Function Select
  - MAIN4
    - MUXAIN4 Function Select
  - MAIN5
    - MUXAIN5 Function Select
  - MAIN6
    - MUXAIN6 Function Select
  - MAIN7
    - MUXAIN7 Function Select
  - MAIN8
    - MUXAIN8 Function Select

- PI OMEGA CAN INPUTS
  - AIN1 Function Select
  - AIN2 Function Select
  - AIN3 Function Select
  - AIN4 Function Select
  - AIN5 Function Select
  - AIN6 Function Select
  - AIN7 Function Select
  - AIN8 Function Select
  - AIN9 Function Select
  - AIN10 Function Select
  - AIN11 Function Select
  - AIN12 Function Select
  - AIN13 Function Select
  - AIN14 Function Select
  - TH1 Function Select
  - TH2 Function Select

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

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- ANALOG ZEROING
  - Group Zeroing Triggers
  - ZEROING SETUP
    - Digital Analog Alternative Channel Zero Target
    - Analog Channel Zero Target
    - Multiplexed Analog Channel Zero Target
    - Unused Ignition Channel Zero Target
    - Unused Injector Channel Zero Target
  - ZEROING TARGETS
    - ACCELEROMETER
      - Lateral Accelerometer Zero Target
      - Longitudinal Accelerometer Zero Target
      - Vertical Accelerometer Zero Target
    - Air Charge Temperature Zero Target
    - Ambient Air Temperature Zero Target
    - Barometric Atmospheric Pressure Zero Target
    - Battery Voltage Zero Target
    - Boost Pot Zero Target
    - BRAKE PRESSURES
      - Front Brake Pressure Zero Target
      - Rear Brake Pressure Zero Target
    - BRAKE TEMPERATURES
      - Front Brake Temperature Zero Target
      - Rear Brake Temperature Zero Target
    - Calibration Pot Zero Target
    - Connect and Case Zero Target
    - Crank Case Pressure Zero Target
    - DAMPER DISPLACEMENT
      - Front Damper Displacement Zero Target
      - Rear Damper Displacement Zero Target
    - DIFFERENTIAL
      - Front Diff Temperature Zero Target
      - Rear Diff Temperature Zero Target
    - ECU Temperature Zero Target
    - Engine Coolant Temperature Zero Target
    - Engine Coolant Temperature In Zero Target
    - Engine Id One Zero Target
    - Engine Id Two Zero Target
    - Engine Oil Pressure Zero Targer
    - Engine Oil Pressure Scavenge Zero Target
    - Engine Oil Temperature Zero Targer
    - Engine Oil Temperature In Zero Target
    - Fuel Pressue Zero Target
    - Fuel Rail Pressure One Zero Target
    - Fuel Rail Pressure Two Zero Target
    - Fuel Temperature Zero Target

- Gear Box Temperature Zero Target
- Gear Cut Load Cell Zero Target
- Gear Position Zero Target
- Gyro Zero Target
- Half Bridge and PWM Temperature Zero Target
- Injector and Ignition Temperature Zero Target
- Lambda One Zero Target
- Lambda Two Zero Target
- Lambda Three Zero Target
- Lambda Four Zero Target
- LAMIDENT1_Zero_Target
- LAMIDENT2_Zero_Target
- Manifold Absolute Pressure Zero Target
- Manifold Absolute Pressure Two Zero Target
- Mass Air Flow Zero Target
- Multiplexed Analog Input One Zero Target
- Multiplexed Analog Input Two Zero Target
- Multiplexed Digital Input One Zero Target
- Multiplexed Digital Input Two Zero Target
- Post Restrictor Pressure Zero Target
- PPS1_Zero_Target
- PPS2_Zero_Target
- POS1_Zero_Target
- POS2_Zero_Target
- Spare Pressure One Zero Target
- Spare Pressure Two Zero Target
- Spare Temperature One Zero Target
- Spare Temperature Two Zero Target
- SPARE_SENS_H_Zero_Target

- Pump Current Zero Target
- SPARE_SENS_D_Zero_Target
- Steering Angle Zero Target
- TPS Zero Target
- TPSA2_Zero_Target
- TPSB1_Zero_Target
- TPSB2_Zero_Target
- Torque Strain Gauge Zero Target
- TRANSMISSION
  - Transmission Mode Switch Zero Target
  - Clutch Pressure Zero Target
  - Clutch Displacement Zero Target
  - System Pressure Zero Target
  - Blipper Pressure Zero Target
  - Upshift Pressure Zero Target
  - Downshift Pressure Zero Target
- Wastegate Pressure Zero Target
- Water Pressure Zero Target

- MULTI-FUNCTION OUTPUT CHANNELS
  - PWM CHANNELS
    - PWM1 (CN2 b)
      - PWM1 Function Select
      - PWM1 Invert Select
    - PWM2 (CN2 c)
      - PWM2 Function Select
      - PWM2 Invert Select
    - PWM3 (CN2 P)
      - PWM3 Function Select
      - PWM3 Invert Select
    - PWM4 (CN2 S)
      - PWM4 Function Select
      - PWM4 Invert Select
    - PWM5 (CN2 N)
      - PWM5 Function Select
      - PWM5 Invert Select
    - PWM6 (CN3 c)
      - PWM6 Function Select
      - PWM6 Invert Select
  - INJECTOR CHANNELS
    - PWM7 (INJ 9,CN2 D)
      - PWM7 Function Select
      - PWM7 Invert Select
    - PWM8 (INJ 10,CN2 V)
      - PWM8 Function Select
      - PWM8 Invert Select
    - PWM9 (INJ 11,CN3 V)
      - PWM9 Function Select
      - PWM9 Invert Select
    - PWM10 (INJ 12,CN3 W)
      - PWM10 Function Select
      - PWM10 Invert Select
    - PWM11 (INJ 5,CN2 B)
      - PWM11 Function Select
      - PWM11 Invert Select
    - PWM12 (INJ 6,CN2 T)
      - PWM12 Function Select
      - PWM12 Invert Select
    - PWM13 (INJ 7,CN2 C)
      - PWM13 Function Select
      - PWM13 Invert Select
    - PWM14 (INJ 8,CN2 U)
      - PWM14 Function Select
      - PWM14 Invert Select

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

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- H BRIDGE CHANNELS
  - PWM15/HB3 (CN3 F)
    - Function Select
    - Invert Select
  - PWM16 (CN3 E)
    - Function Select
    - Invert Select
  - PWM17/HB1 (CN3 P)
    - Function Select
    - Invert Select
  - PWM18 (CN3 R)
    - Function Select
    - Invert Select
  - PWM19/HB2 (CN3 a)
    - Function Select
    - Invert Select
  - PWM20 (CN3 b)
    - Function Select
    - Invert Select
- STEPPER MOTOR ALTERNATE CHANNEL
  - PWM37 (CN3 P/R/a/b)
    - PWM37 Function Select
    - PWM37 Motor Direction Select
    - STEPPER SETUP
      - Step Mode
      - Number of Steps
      - Number of Acceleration Ratio Table Entries
      - Acceleration Ratio Table
      - HALF-STEP PERIODS
        - Half Step_Start Stop Period
        - Half Step_Slew Period
      - FULL-STEP PERIODS
        - Full Step_Start Stop Period
        - Full Step_Slew Period
      - STEPPER CALIBRATION
        - Calibration Direction
        - Calibration Steps
        - Calibration Trigger ECU Reset Interval
        - Calibration Manual Trigger
      - STEPPER CHOPPING
        - Chop Enable
        - Chop Frequency
        - Chop Duty
        - Chop Delay Time

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

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- DC MOTOR ALTERNATE CHANNELS
  - DC Motor PID Control Block Assignment
  - PWM40/HB3 (CN3 F/E)
    - PWM40 Function Select
    - PWM40 Motor Direction Select
  - PWM41/HB1 (CN3 P/R)
    - PWM41 Function Select
    - PWM41 Motor Direction Select
  - PWM42/HB2 (CN3 a/b)
    - PWM42 Function Select
    - PWM42 Motor Direction Select
- IGNITION CHANNELS
  - IGBT CHANNELS
    - PWM21 (IGN 1,CN2 K)
      - PWM21 Function Select
      - PWM21 Invert Select
    - PWM22 (IGN 2,CN2 J)
      - PWM22 Function Select
      - PWM22 Invert Select
    - PWM23 (IGN 3,CN2 H)
      - PWM23 Function Select
      - PWM23 Invert Select
    - PWM24 (IGN 4,CN2 G)
      - PWM24 Function Select
      - PWM24 Invert Select
    - PWM25 (IGN 5,CN2 F)
      - PWM25 Function Select
      - PWM25 Invert Select
    - PWM26 (IGN 6,CN2 E)
      - PWM26 Function Select
      - PWM26 Invert Select
    - PWM27 (IGN 7,CN3 C)
      - PWM27 Function Select
      - PWM27 Invert Select
    - PWM28 (IGN 8,CN3 D)
      - PWM28 Function Select
      - PWM28 Invert Select
  - TTL CHANNELS
    - PWM29 (IGNT 1,CN3 M)
      - PWM29 Function Select
      - PWM29 Invert Select
    - PWM30 (IGNT 2,CN3 N)
      - PWM30 Function Select
      - PWM30 Invert Select
    - PWM31 (IGNT 3,CN3 L)
      - PWM31 Function Select
      - PWM31 Invert Select

- PWM32 (IGNT 4,CN3 Z)
  - PWM32 Function Select
  - PWM32 Invert Select
- PWM33 (IGNT 5,CN3 K)
  - PWM33 Function Select
  - PWM33 Invert Select
- PWM34 (IGNT 6,CN3 Y)
  - PWM34 Function Select
  - PWM34 Invert Select
- PWM35 (IGNT 7,CN3 J)
  - PWM35 Function Select
  - PWM35 Invert Select
- PWM36 (IGNT 8,CN3 X)
  - PWM36 Function Select
  - PWM36 Invert Select
- OUTPUT SUMMARY
  - Ignition 1 to 8 Channel Usage
  - Ignition 9 to 16 Channel Usage

- CANOE CHANNELS
  - PWM OUTPUTS
    - Canoe Valve Drive Type
    - PWM1 (CANOE E)
      - CANOEPWM1 Function Select
    - PWM2 (CANOE F)
      - CANOEPWM2 Function Select
    - PWM3 (CANOE G)
      - CANOEPWM3 Function Select
    - PWM4 (CANOE H)
      - CANOEPWM4 Function Select
    - PWM5 (CANOE J)
      - CANOEPWM5 Function Select
    - PWM6 (CANOE K)
      - CANOEPWM6 Function Select
    - PWM7 (CANOE L)
      - CANOEPWM7 Function Select
    - PWM8 (CANOE M)
      - CANOEPWM8 Function Select
  - LOW SIDE LOW CURRENT OUTPUTS
    - OUT1 (CANOE N)
      - OUT1 Function Select
    - OUT2 (CANOE P)
      - OUT2 Function Select
    - OUT3 (CANOE R)
      - OUT3 Function Select

- OUT4 (CANOE S)
  - OUT4 Function Select
- OUT5 (CANOE T)
  - OUT5 Function Select

- ECU POWER SUPPLY SETUP
  - Power Supply 1 Setup (CN1 33/55)
  - Power Supply 2 Setup (CN1 15/16)
  - Power Supply Fail Time
  - Power Supply Recover Time
- TRANSMISSION CONTROL
  - In Gear Voltages
  - Gear Ratios
  - Top Gear
  - Bottom Gear
  - Transmission Debug Messages
  - SHIFT LIMITS
    - Min Pressure For Semi Auto Shifting
    - Max Gearbox Temp For Shifting
    - Min Time Between Shifts
    - Min Time to Input Stacked Shifts
    - Minimum RPM Before Upshift
    - Maximum RPM Before Downshift
    - Maximum RPM After Downshift
    - Min TPS For Upshift
    - Max TPS For DownShift
    - Downshift TPS Threshold
    - WOT Maximum RPM After Downshift
    - Max Car Speed for Downshift to RN
  - CLUTCH CONTROL
    - CLUTCH PRESSURE LIMITS AND TIMEOUTS
      - Upshift Clutch Disengaged Pressure Threshold
      - Upshift Clutch Disengage Timeout
      - Upshift Clutch Engaged Pressure Threshold
      - Upshift Clutch Engage Timeout
      - Downshift Clutch Disengaged Pressure Threshold
      - Downshift Clutch Disengage Timeout
      - Downshift Clutch Engaged Pressure Threshold
      - Downshift Clutch Engage Timeout
    - Maximum Clutch Disengage Timeouts
    - Clutched Upshift Ignition Retard
    - Clutched Upshift Ignition Advance Rate
    - Clutch Engage Duty
    - Clutch Disengage Duty

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

(All Parameters Start Page 134)

- SHIFT CONTROL
  - Overall Transmission Control Mode
  - Neutral Safety Lock Mode
  - Manual Shift Actuation From Paddle
  - Manual From Paddle Minimum On Time
  - Inhibit Shifting If Gear Pot Temporarily Fails
  - Downshift To Neutral From Detent Switch Enable
  - Downshift To Neutral From Detent Switch TPS Limit
  - Downshift To Neutral From Detent Switch Maximum Car Speed Limit
  - No-Clutch Upshift TPS Threshold
  - Manual Clutch Pressure Threshold
  - AGS Gearbox Enable
  - Calibration Selection
  - Throttle Threshold for Closed Loop Failures
  - Maximum Failures
  - CMD Control Speed Threshold
  - SHIFT TIMEOUTS
    - Neutral To First Timeout
    - Clutch Upshift Timeout
    - Clutch Downshift Timeout
    - Open-Loop Clutch Downshift Timeout
    - Maximum Car Speed For Forced Downshifts
    - Maximum Engine Speed For Forced Downshifts
  - SHIFT PUSH DIRECTIONS AND TYPE
    - Shift Push Directions
    - Soft Valve Push Initial PWM Value
    - Soft Valve Push Rise Rate
  - SHIFT STACK
    - Maximum Stacked Upshifts
    - Upshift Stack Timeout
    - Maximum Stacked Downshifts
    - Downshift Stack Timeout
  - NEXT GEAR FACTORS
    - Next Gear Factors
- MANUAL BLEED CONTROL
  - Bleed Mode Selection Debounce
  - Maximum Bleed Time
  - Maximum Bleed RPM
  - Maximum Bleed TPS
  - BLEED DUTIES
    - UpShift Valve Bleed Duty
    - DownShift Valve Bleed Duty
    - Detent Valve Bleed Duty
    - Clutch Valve Bleed Duty
    - Blip Valve Bleed Duty

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

(All Parameters Start Page 134)

- VALVE FREQUENCIES
  - UpShift Valve Frequency
  - DownShift Valve Frequency
  - Detent Valve Frequency
  - Clutch Valve Frequency
  - Blip Valve Frequency
- GEAR CUT CONTROL
  - Minimum RPM for Cut
  - Minimum TPS for Cut
  - OPEN LOOP PARAMETERS
    - Delay Time
    - Manual Change Cut Time
    - Severity
    - Mode
    - Fuel Multiplier
    - Main Cut Ignition Map
    - Main Cut Ignition Gear Adder
    - Ignition Advance Rate
    - Auto Change Cut Time
  - CLOSED LOOP PARAMETERS
    - Full Power Retry Time
    - Disable Full Power Retry
    - UP SHIFT
      - UPSHIFT BLIP
        - Unclutched Blipped Upshift Max TPS Limit
        - Upshift Blip TPS Cut_Blipper Open TPS Threshold To Start Shift
        - Upshift Blip TPS Cut_Max Wait For Blip Open Start Shift Timeout
        - Upshift Blip TPS Disable Cut Delay
        - Upshift Blip TPS Cut_Max Wait For Gear Voltage To Reach Target Timeout
      - GEAR GROUP 1
        - RAMP OUT STAGES
          - Ramp Out Stage One Time
          - Ramp Out Stage One Severity
          - Ramp Out Stage One Mode
          - Ramp Out Stage One Fuel Multiplier
          - Ramp Out Stage One Ignition Retard
          - Ramp Out Stage Two Time
          - Ramp Out Stage Two Severity
          - Ramp Out Stage Two Mode
          - Ramp Out Stage Two Fuel Multiplier
          - Ramp Out Stage Two Ignition Retard

- MAIN CUT STAGE
  - MAIN CUT TIMES
    - Manual Change Closed Loop Main Cut Max Time
    - Auto Change Main Cut Max Time
  - Main Cut Severity
  - Main Cut Mode
  - Main Cut Fuel Multiplier
  - Main Cut Ignition Map
  - Main Cut Ignition Gear Adder
  - Main Cut Ignition Advance Rate
- RAMP IN STAGES
  - Ramp In Stage One Time
  - Ramp In Stage One Severity
  - Ramp In Stage One Mode
  - Ramp In Stage One Fuel Multiplier
  - Ramp In Stage One Ignition Retard
  - Ramp In Stage One Ignition Advance Rate
  - Ramp In Stage Two Time
  - Ramp In Stage Two Severity
  - Ramp In Stage Two Mode
  - Ramp In Stage Two Fuel Multiplier
  - Ramp In Stage Two Ignition Retard
  - Ramp In Stage Two Ignition Advance Rate

- GEAR GROUP 2
  - RAMP OUT STAGES
    - Ramp Out Stage One Time
    - Ramp Out Stage One Severity
    - Ramp Out Stage One Mode
    - Ramp Out Stage One Fuel Multiplier
    - Ramp Out Stage One Ignition Retard
    - Ramp Out Stage Two Time
    - Ramp Out Stage Two Severity
    - Ramp Out Stage Two Mode
    - Ramp Out Stage Two Fuel Multiplier
    - Ramp Out Stage Two Ignition Retard
  - MAIN CUT STAGE
    - MAIN CUT TIMES
      - Manual Change Closed Loop Main Cut Max Time
      - Auto Change Main Cut Max Time
    - Main Cut Severity
    - Main Cut Mode
    - Main Cut Fuel Multiplier
    - Main Cut Ignition Map
    - Main Cut Ignition Gear Adder
    - Main Cut Ignition Advance Rate

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

(All Parameters Start Page 134)

- RAMP IN STAGES
  - Ramp In Stage One Time
  - Ramp In Stage One Severity
  - Ramp In Stage One Mode
  - Ramp In Stage One Fuel Multiplier
  - Ramp In Stage One Ignition Retard
  - Ramp In Stage One Ignition Advance Rate
  - Ramp In Stage Two Time
  - Ramp In Stage Two Severity
  - Ramp In Stage Two Mode
  - Ramp In Stage Two Fuel Multiplier
  - Ramp In Stage Two Ignition Retard
  - Ramp In Stage Two Ignition Advance Rate
- DOWN SHIFT
  - Min TPS For Gear Cut Based DownShifts
  - DOWNSHIFT THROTTLE BLIP
    - Gear Group 1 Fly-by-Wire Throttle Blip Demand
    - Gear Group 2 Fly-by-Wire Throttle Blip Demand
    - ANTI PUSH ON BLIP
      - Blip TPS Cut_Enable
      - BLIP SETUP
        - BEFORE SHIFT
          - Blip TPS Cut_Blipper Open TPS Threshold To Start Shift
          - Blip TPS Cut_Max Wait For Blip Open Start Shift Timeout
          - Blip TPS Cut_DownShift Valve Delay
          - Blip TPS Cut_Max Wait For Gear Voltage To Reach Target Timeout
        - AFTER SHIFT
          - Blipper Fail TPS Check Enable
          - Blipper Fail Reset Using Manual Mode Enable
          - Blip TPS Cut_Blipper Fail TPS Threshold
          - Blip TPS Cut_Max Wait For TPS To Reach Fail TPS Value After Blipper On
          - Blip TPS Cut_Driver Disable Cut TPS Threshold
          - Blip TPS Cut_Driver Reenable Cut TPS Threshold
          - Blip TPS Cut_End Cut TPS Threshold
      - ANTI PUSH ON CUT
        - GEAR GROUP 1
          - BEFORE SHIFT
            - Blip TPS Cut_Gear Group 1 Before Shift Ignition Retard
            - Blip TPS Cut_Gear Group 1 Before Shift Fuel Multiplier
            - Blip TPS Cut_Gear Group 1 Before Shift Mode
            - Blip TPS Cut_Gear Group 1 Before Shift Severity
          - AFTER SHIFT
            - Blip TPS Cut_Gear Group 1 After Shift Ignition Retard
            - Blip TPS Cut_Gear Group 1 After Shift Fuel Multiplier
            - Blip TPS Cut_Gear Group 1 After Shift Mode
            - Blip TPS Cut_Gear Group 1 After Shift Severity

- GEAR GROUP 2
  - BEFORE SHIFT
    - Blip TPS Cut_Gear Group 2 Before Shift Ignition Retard
    - Blip TPS Cut_Gear Group 2 Before Shift Fuel Multiplier
    - Blip TPS Cut_Gear Group 2 Before Shift Mode
    - Blip TPS Cut_Gear Group 2 Before Shift Severity
  - AFTER SHIFT
    - Blip TPS Cut_Gear Group 2 After Shift Ignition Retard
    - Blip TPS Cut_Gear Group 2 After Shift Fuel Multiplier
    - Blip TPS Cut_Gear Group 2 After Shift Mode
    - Blip TPS Cut_Gear Group 2 After Shift Severity
- NORMAL BLIP
  - Blip TPS Cut_DownShift Valve Delay
  - Blip TPS Cut_Max Wait For Gear Voltage To Reach Target Timeout
- REV MATCH BLIP
  - Blip f(GEAR) (CLUTCHED UP)
  - Blip RPM Timeout (CLUTCHED UP)
  - Blip f(GEAR) (UNCLUTCHED UP)
  - Blip RPM Timeout (UNCLUTCHED UP)
  - Blip End Delay

- DOWNSHIFT GEARCUT
  - GEAR GROUP 1
    - RAMP OUT STAGES
      - Ramp Out Stage One Time
      - Ramp Out Stage One Severity
      - Ramp Out Stage One Mode
      - Ramp Out Stage One Fuel Multiplier
      - Ramp Out Stage One Ignition Retard
      - Ramp Out Stage Two Time
      - Ramp Out Stage Two Severity
      - Ramp Out Stage Two Mode
      - Ramp Out Stage Two Fuel Multiplier
      - Ramp Out Stage Two Ignition Retard
    - MAIN CUT STAGE
      - MAIN CUT TIMES
        - Manual Change Closed Loop Main Cut Max Time
        - Auto Change Main Cut Max Time
      - Main Cut Severity
      - Main Cut Mode
      - Main Cut Fuel Multiplier
      - Main Cut Ignition Retard
      - Main Cut Ignition Advance Rate

- RAMP IN STAGES
  - Ramp In Stage One Time
  - Ramp In Stage One Severity
  - Ramp In Stage One Mode
  - Ramp In Stage One Fuel Multiplier
  - Ramp In Stage One Ignition Retard
  - Ramp In Stage One Ignition Advance Rate
  - Ramp In Stage Two Time
  - Ramp In Stage Two Severity
  - Ramp In Stage Two Mode
  - Ramp In Stage Two Fuel Multiplier
  - Ramp In Stage Two Ignition Retard
  - Ramp In Stage Two Ignition Advance Rate
- GEAR GROUP 2
  - RAMP OUT STAGES
    - Ramp Out Stage One Time
    - Ramp Out Stage One Severity
    - Ramp Out Stage One Mode
    - Ramp Out Stage One Fuel Multiplier
    - Ramp Out Stage One Ignition Retard
    - Ramp Out Stage Two Time
    - Ramp Out Stage Two Severity
    - Ramp Out Stage Two Mode
    - Ramp Out Stage Two Fuel Multiplier
    - Ramp Out Stage Two Ignition Retard
  - MAIN CUT STAGE
    - MAIN CUT TIMES
      - Manual Change Closed Loop Main Cut Max Time
      - Auto Change Main Cut Max Time
    - Main Cut Severity
    - Main Cut Mode
    - Main Cut Fuel Multiplier
    - Main Cut Ignition Retard
    - Main Cut Ignition Advance Rate
  - RAMP IN STAGES
    - Ramp In Stage One Time
    - Ramp In Stage One Severity
    - Ramp In Stage One Mode
    - Ramp In Stage One Fuel Multiplier
    - Ramp In Stage One Ignition Retard
    - Ramp In Stage One Ignition Advance Rate
    - Ramp In Stage Two Time
    - Ramp In Stage Two Severity
    - Ramp In Stage Two Mode
    - Ramp In Stage Two Fuel Multiplier
    - Ramp In Stage Two Ignition Retard
    - Ramp In Stage Two Ignition Advance Rate

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

(All Parameters Start Page 134)

- DIGITAL SWITCH SWITCH POINTS
  - Minimum Active Time for Trigger Switches
  - SEMI UPSHIFT SWITCH
    - Switch Point
  - SEMI DOWNSHIFT SWITCH
    - Switch Point
  - DETENT SWITCH
    - Switch Point
  - CLUTCH DEPRESSED SWITCH
    - Switch Point
  - MANUAL UPSHIFT SWITCH
    - Switch Point
  - MANUAL DOWNSHIFT SWITCH
    - Switch Point
  - GEAR CUT LOADCELL
    - Switch Point Up Shift
    - Switch Point Down Shift
    - Switch Point Hysteresis
    - Switch Polarity
    - Mask Time
    - Gear Cut Abort Time
    - Mask Time After Gear Cut Abort

- PUMP CONTROL
  - Shift If System Pressure Failure Enable
  - Prime Pump On Start Up Enable
  - Pump On Pressure
  - Pump Off Pressure
  - Pump Max Ontime
  - Pump Restart Time
  - Pump Valve Frequency
  - Pump Valve Initial PWM Value
  - Pump Valve Rise Rate
  - Pump Failure Ontime
  - Pump Failure Offtime
  - Minimum RPM Pump Enable
  - Pump On Min Voltage
  - Transmission Pump Service Time

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

(All Parameters Start Page 134)

- ANALOG SENSORS
  - GEAR POT
    - Gear Position Sensor Type
    - Gear Position Software Filter
    - Gear Position Sensor Curve
    - Gear Pot Minimum Voltage
    - Gear Pot Maximum Voltage
    - Default Gear
    - Gear Threshold Type
    - In Gear Voltages
    - Gear Position Thresholds
    - Gear Pot Fail Time
    - Gear Ratios
    - Gear Delta Offset
    - Out Of Gear Delta Offset
    - Enable Relative Gear Deltas
    - In Gear Voltage Adaption Filter
    - In Gear Voltage Average Filter
    - In Gear Voltage Max Adaption
    - Top Gear
    - Bottom Gear
  - MANUAL GEAR LEVER
    - Gear Cut Load Cell Sensor Type
    - Gear Cut Load Cell Software Filter
    - Gear Cut Load Cell Sensor Curve
    - Switch Point Up Shift
    - Switch Point Down Shift
    - Switch Point Hysteresis
    - Switch Polarity
    - Mask Time
    - Gear Cut Abort Time
    - Mask Time After Gear Cut Abort
  - MODE_SWITCH
    - Mode Switch Sensor Type
    - Mode Switch Software Filter
    - Mode Switch Sensor Curve
    - Mode Switch Service Time
    - Minimum Mode Switch Voltage
    - Maximum Mode Switch Voltage
    - Failed Mode Switch Voltage
    - Mode Switch Position Voltages
    - Bleed Mode Selection Debounce
    - SENSOR ZEROING
      - Transmission Mode Switch Zero Target

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

(All Parameters Start Page 134)

- SYSTEM PRESSURE (P_SYS)
  - System Pressure Sensor Type
  - System Pressure Software Filter
  - System Pressure Sensor Curve
  - System Pressure Sample Rate
  - Minimum System Pressure
  - Maximum System Pressure
  - Minimum System Pressure Voltage
  - Maximum System Pressure Voltage
  - Failed System Pressure
  - SENSOR ZEROING
    - System Pressure Zero Target
- CLUTCH PRESSURE SENSOR TYPE (P_CLUTCH)
  - Clutch Pressure Sensor Type
  - Clutch Pressure Software Filter
  - Clutch Pressure Sensor Curve
  - Clutch Pressure Sample Rate
  - Minimum Clutch Pressure
  - Maximum Clutch Pressure
  - Failed Clutch Pressure
  - SENSOR ZEROING
    - Clutch Pressure Zero Target
- BLIPPER PRESSURE (P_BLIPPER)
  - Blipper Pressure Sensor Type
  - Blipper Pressure Software Filter
  - Blipper Pressure Sensor Curve
  - Blipper Pressure Sample Rate
  - Minimum Blipper Pressure
  - Maximum Blipper Pressure
  - Failed Blipper Pressure
  - SENSOR ZEROING
    - Blipper Pressure Zero Target
- UPSHIFT PRESSURE (P_UPSHIFT)
  - Upshift Pressure Sensor Type
  - Upshift Pressure Software Filter
  - Upshift Pressure Sensor Curve
  - Upshift Pressure Sample Rate
  - Minimum Upshift Pressure
  - Maximum Upshift Pressure
  - Failed Upshift Pressure
  - SENSOR ZEROING
    - Upshift Pressure Zero Target

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

(All Parameters Start Page 134)

- DOWNSHIFT PRESSURE (P_DOWNSHIFT)
  - Downshift Pressure Sensor Type
  - Downshift Pressure Software Filter
  - Downshift Pressure Sensor Curve
  - Downshift Pressure Sample Rate
  - Minimum Downshift Pressure
  - Maximum Downshift Pressure
  - Failed Downshift Pressure
  - SENSOR ZEROING
    - Downshift Pressure Zero Target
- CLUTCH DISPLACEMENT (X_CLUTCH)
  - Clutch Displacement Sensor Type
  - Clutch Displacement Software Filter
  - Clutch Displacement Sensor Curve
  - Clutch Displacement Sample Rate
  - Minimum Clutch Displacement
  - Maximum Clutch Displacement
  - Failed Clutch Displacement
  - SENSOR ZEROING
    - Clutch Displacement Zero Target
- GEAR BOX TEMPERATURE (GBT)
  - Gear Box Temperature Sensor Type
  - Gear Box Temperature Software Filter
  - Gear Box Temperature Sensor Curve
  - Gear Box Temperature Sample Rate
  - Minimum Gear Box Temperature
  - Maximum Gear Box Temperature
  - Failed Gear Box Temperature
  - SENSOR ZEROING
    - Gear Box Temperature Zero Target
- All Parameters
  - 360 Sync Multiplier
  - 360 Synchronization
  - 360 Synchronization
  - 360 Synchronization
  - 360 Synchronization
  - 360 Synchronization
  - 360 Synchronization
  - 360 Synchronization
  - 360 Synchronization
  - 360 Synchronization Count
  - 720 Synchronization
  - 720 Synchronization
  - 720 Synchronization
  - 720 Synchronization
  - 720 Synchronization
  - 720 Synchronization

720 Synchronization
720 Synchronization
720 Synchronization Count
AAT Decimal Places
AAT Units
ABS M4 Bit Rate Select
ABV Error Breakpoints
Accel Negative Clamp
Accel Negative Decay
Accel Negative Gain
Accel Positive Clamp
Accel Positive Decay
Accel Positive Gain
Acceleration Ratio Table
Accident Data Recorder Service Time
ACT Decimal Places
ACT Units
Advanced Startline Enable
AGS Gearbox Enable
AIN1 Function Select
AIN1 Function Select
AIN1 Pullup Select
AIN2 Function Select
AIN2 Function Select
AIN2 Pullup Select
AIN3 Function Select
AIN3 Function Select
AIN3 Pullup Select

AIN4 Function Select
AIN4 Function Select
AIN4 Pullup Select
AIN5 Function Select
AIN5 Function Select
AIN5 Pullup Select
AIN6 Function Select
AIN6 Function Select
AIN6 Pullup Select
AIN7 Function Select
AIN7 Function Select
AIN7 Pullup Select
AIN8 Function Select
AIN8 Function Select
AIN8 Pullup Select
AIN9 Function Select
AIN9 Function Select
AIN9 Pullup Select

AIN10 Function Select
AIN10 Function Select
AIN10 Pullup Select
AIN11 Function Select
AIN11 Function Select
AIN11 Pullup Select
AIN12 Function Select
AIN12 Function Select
AIN12 Pullup Select
AIN13 Function Select
AIN14 Function Select
Air Bypass Valve Frequency
Air Bypass Valve High Speed Service Time
Air Bypass Valve Idle Speed Service Time
Air Bypass Valve Mode When Stopped
Air Charge Temperature Disable Threshold
Air Charge Temperature Electronic Thermostat Override Off Threshold
Air Charge Temperature Electronic Thermostat Override On Threshold
Air Charge Temperature Enable Threshold
Air Charge Temperature Failure Time
Air Charge Temperature Fan Off Threshold
Air Charge Temperature Fan On Threshold
Air Charge Temperature Multiplier
Air Charge Temperature Pump Off Threshold
Air Charge Temperature Pump On Threshold
Air Charge Temperature Recovery Time
Air Charge Temperature Sample Rate
Air Charge Temperature Sensor Curve
Air Charge Temperature Sensor Type

Air Charge Temperature Software Filter
Air Charge Temperature Zero Target
Air Conditioning Disable Threshold f(RPM)
Air Conditioning Enable Threshold f(RPM)
Air Conditioning Enable Threshold f(TPS)
Air Conditioning Engine Start Delay
Air Conditioning Fan Select
Air Conditioning Fan Turn On f(AAT)
Air Conditioning Middle Switch Debounce Samples
Air Conditioning Middle Switch Sample Rate
Air Conditioning Relay Service Time
Air Conditioning Switch Debounce Samples
Air Conditioning Switch Sample Rate
Air Density Adder
Air Temperature Adder
Alarm Priority Table
Allow Restart After Engine Killed

ALS ACT Check Disable Switch On
ALS ACT Disable
ALS ACT Disable Filter
ALS ACT Enable
ALS Base Throttle Map
ALS Closed Loop Engine Speed Axis Breakpoints
ALS Closed Loop Fuel Multiplier
ALS Closed Loop Idle Override Enabled
ALS Damping
ALS Disable Cal Pot Position
ALS ECT Disable Hysteresis
ALS ECT Disable Maximum
ALS ECT Disable Minimum
ALS EGT Disable
ALS EGT Disable Filter
ALS EGT Enable
ALS EGT Fuel Cut Correction
ALS EGT Ignition Angle Correction
ALS EGT Throttle Angle Disable
ALS EGT Throttle Angle Enable
ALS Enables Stage Mode Logging
ALS End Angle
ALS Fuel Cut 1
ALS Fuel Cut 2
ALS Fuel Cut 3
ALS Fuel Cut 4
ALS Fuel Mode
ALS Fuel Multiplier 1
ALS Fuel Multiplier 2

ALS Fuel Multiplier 3
ALS Fuel Multiplier 4
ALS Fuelling Method
ALS Gear Downshift Blipper
ALS Idle Battery Adder
ALS Idle Duty Base
ALS Idle Duty In Crank
ALS Idle Duty Maximum
ALS Idle Duty Minimum
ALS Ignition Angle 1
ALS Ignition Angle 2
ALS Ignition Angle 3
ALS Ignition Angle 4
ALS Injection Engine Speed Axis Breakpoints
ALS Injection Pressure Axis Breakpoints

ALS Injector Frequency 1
ALS Injector Frequency 2
ALS Injector Frequency 3
ALS Injector Frequency 4
ALS Injector Fuel Map 1
ALS Injector Fuel Map 2
ALS Injector Fuel Map 3
ALS Injector Fuel Map 4
ALS PCP Error Axis Breakpoints
ALS Post Compressor Pressure Target
ALS PPS Disable
ALS PPS Disable Filter
ALS PPS Enable
ALS Pressure Control Table
ALS Recovery Map Enable
ALS Stage Mode Logging Cancel Speed
ALS Stage Mode Logging Cancel Time
ALS Startup FBW Blip Adder
ALS Startup FBW Blip Car Speed Threshold
ALS Startup FBW Blip Enable
ALS Startup FBW Blip Ramp-out Rate
ALS Startup FBW Blip RPM Threshold
ALS Startup FBW Blip Time
ALS Startup FBW Blip TPS Threshold
ALS State from Calibration Pot
ALS Switch Type
ALS Throttle Breakpoints
ALS Torque Reduction Mode
ALS TPS Demand Minimum

ALS Valve Duty 1
ALS Valve Duty 2
ALS Valve Duty 3
ALS Valve Duty 4
ALS Valve Frequency
ALS Valve Shutdown Delay
ALS Wastegate Duty
Alternator Control Relay Function Hysteresis
Alternator Control Relay Function Off f(RPM)
Alternator Control Relay Function Off f(TPS)
Alternator Control Relay Function Off f(VBAT)
Alternator Control Relay Function On f(RPM)
Alternator Control Relay Function On f(TPS)
Alternator Control Relay Function On f(VBAT)
Alternator Control Relay Function Service Time
Ambient Air Temperature Adder

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

(All Parameters Start Page 134)

Ambient Air Temperature Multiplier
Ambient Air Temperature Sample Rate
Ambient Air Temperature Sensor Curve
Ambient Air Temperature Sensor Type
Ambient Air Temperature Software Filter
Ambient Air Temperature Zero Target
Ambient Pressure Breakpoints
Ambient Temperature Breakpoints
Analog Channel Zero Target
Angle before next Crank pulse
Angle before next Crank pulse
Angle before next Crank pulse
Angle before next Crank pulse
Angle before next Crank pulse
Angle before next Crank pulse
Angle before next Crank pulse
Angle before next Crank pulse
Angle Value
Anomaly 1
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Anomaly 1 Comparison Enable
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- Anomaly 8 Comparison Enable
- Anomaly 8 Comparison Enable
- Anomaly 8 Comparison Enable
- Anomaly 8 Comparison Enable
- Anomaly 8 Comparison Enable
- Anomaly 8 Comparison Enable
- Anomaly 8 Comparison Enable
- Anomaly 8 Comparison Enable
- Anomaly Enabled
- Anti Lag System Idle Speed Control Service Time
- Anti Lag System Switch Debounce Samples
- Anti Lag System Switch Sample Rate
- Anti Wheelie Enable
- Atmospheric Pressure Adder
- Atmospheric Pressure Multiplier
- Auto Change Cut Time
- Auto Change Main Cut Max Time
- Auto Change Main Cut Max Time
- Auto Change Main Cut Max Time
- Auto Change Main Cut Max Time
- Auto-Cal Close Time
- Auto-Cal Closed Duty
- Auto-Cal Enable
- Auto-Cal Maximum Curve Difference
- Auto-Cal Open Duty
- Auto-Cal Open Time
- Auto-Cal PPS1 Angle at Maximum Voltage
- Auto-Cal PPS1 Angle at Minimum Voltage
- Auto-Cal PPS1 Maximum Low Voltage
- Auto-Cal PPS1 Minimum High Voltage
- Auto-Cal PPS2 Angle at Maximum Voltage
- Auto-Cal PPS2 Angle at Minimum Voltage
- Auto-Cal PPS2 Maximum Low Voltage
- Auto-Cal PPS2 Minimum High Voltage
- Auto-Cal Serial Dash Codes

- Auto-Cal TPSx1 Maximum Low Voltage
- Auto-Cal TPSx1 Minimum High Voltage
- Auto-Cal TPSx2 Maximum Low Voltage
- Auto-Cal TPSx2 Minimum High Voltage
- Auto-Cal Trigger
- Auxiliary Digital Output 1 Angle Off
- Auxiliary Digital Output 1 Angle On
- Auxiliary Digital Output 1 Digital Source
- Auxiliary Digital Output 1 Pressure Off
- Auxiliary Digital Output 1 Pressure On
- Auxiliary Digital Output 1 Pulse Off Time
- Auxiliary Digital Output 1 Pulse On Time
- Auxiliary Digital Output 1 Service Time
- Auxiliary Digital Output 1 Source
- Auxiliary Digital Output 1 Speed Off
- Auxiliary Digital Output 1 Speed On
- Auxiliary Digital Output 1 Temperature Off
- Auxiliary Digital Output 1 Temperature On
- Auxiliary Digital Output 2 Angle Off
- Auxiliary Digital Output 2 Angle On
- Auxiliary Digital Output 2 Digital Source
- Auxiliary Digital Output 2 Pressure Off
- Auxiliary Digital Output 2 Pressure On
- Auxiliary Digital Output 2 Pulse Off Time
- Auxiliary Digital Output 2 Pulse On Time
- Auxiliary Digital Output 2 Service Time
- Auxiliary Digital Output 2 Source
- Auxiliary Digital Output 2 Speed Off
- Auxiliary Digital Output 2 Speed On
- Auxiliary Digital Output 2 Temperature Off
- Auxiliary Digital Output 2 Temperature On
- Auxiliary Digital Output 3 Angle Off
- Auxiliary Digital Output 3 Angle On
- Auxiliary Digital Output 3 Digital Source
- Auxiliary Digital Output 3 Pressure Off
- Auxiliary Digital Output 3 Pressure On
- Auxiliary Digital Output 3 Pulse Off Time
- Auxiliary Digital Output 3 Pulse On Time
- Auxiliary Digital Output 3 Service Time
- Auxiliary Digital Output 3 Source
- Auxiliary Digital Output 3 Speed Off
- Auxiliary Digital Output 3 Speed On
- Auxiliary Digital Output 3 Temperature Off
- Auxiliary Digital Output 3 Temperature On

Auxiliary PWM Output 1 Base Duty Map Cal1
Auxiliary PWM Output 1 Base Duty Map Cal2
Auxiliary PWM Output 1 Base Duty Map Cal3
Auxiliary PWM Output 1 Base Duty Map Cal4
Auxiliary PWM Output 1 Enable Closed Loop
Auxiliary PWM Output 1 Error Axis Breakpoint Size
Auxiliary PWM Output 1 Error Axis Breakpoints
Auxiliary PWM Output 1 Error Limit
Auxiliary PWM Output 1 Error Time Limit
Auxiliary PWM Output 1 Feedback Source
Auxiliary PWM Output 1 Integral Gain
Auxiliary PWM Output 1 Integral Maximum
Auxiliary PWM Output 1 Integral Minimum
Auxiliary PWM Output 1 Maximum Duty
Auxiliary PWM Output 1 Maximum Duty Mode
Auxiliary PWM Output 1 Minimum Duty
Auxiliary PWM Output 1 Minimum Duty Mode
Auxiliary PWM Output 1 Mode
Auxiliary PWM Output 1 Output Frequency
Auxiliary PWM Output 1 Output Mode When Engine Stopped
Auxiliary PWM Output 1 Proportional Gain
Auxiliary PWM Output 1 Service Time
Auxiliary PWM Output 1 Target Position Map Cal1
Auxiliary PWM Output 1 Target Position Map Cal2
Auxiliary PWM Output 1 Target Position Map Cal3
Auxiliary PWM Output 1 Target Position Map Cal4
Auxiliary PWM Output 1 Target Position Maximum Negative Rate of Change
Auxiliary PWM Output 1 Target Position Maximum Positive Rate of Change
Auxiliary PWM Output 1 X-axis Breakpoints

Auxiliary PWM Output 1 X-axis Breakpoints Size
Auxiliary PWM Output 1 X-axis Engine Speed Maximum
Auxiliary PWM Output 1 X-axis Engine Speed Minimum
Auxiliary PWM Output 1 X-axis Source
Auxiliary PWM Output 1 Y-axis Angle Maximum
Auxiliary PWM Output 1 Y-axis Angle Minimum
Auxiliary PWM Output 1 Y-axis Breakpoints
Auxiliary PWM Output 1 Y-axis Breakpoints Size
Auxiliary PWM Output 1 Y-axis Source
Auxiliary PWM Output 2 Base Duty Map Cal1
Auxiliary PWM Output 2 Base Duty Map Cal2
Auxiliary PWM Output 2 Base Duty Map Cal3
Auxiliary PWM Output 2 Base Duty Map Cal4
Auxiliary PWM Output 2 Enable Closed Loop
Auxiliary PWM Output 2 Error Axis Breakpoint Size
Auxiliary PWM Output 2 Error Axis Breakpoints

- Auxiliary PWM Output 2 Error Limit
- Auxiliary PWM Output 2 Error Time Limit
- Auxiliary PWM Output 2 Feedback Source
- Auxiliary PWM Output 2 Integral Gain
- Auxiliary PWM Output 2 Integral Maximum
- Auxiliary PWM Output 2 Integral Minimum
- Auxiliary PWM Output 2 Maximum Duty
- Auxiliary PWM Output 2 Maximum Duty Mode
- Auxiliary PWM Output 2 Minimum Duty
- Auxiliary PWM Output 2 Minimum Duty Mode
- Auxiliary PWM Output 2 Mode
- Auxiliary PWM Output 2 Output Frequency
- Auxiliary PWM Output 2 Output Mode When Engine Stopped
- Auxiliary PWM Output 2 Proportional Gain
- Auxiliary PWM Output 2 Service Time
- Auxiliary PWM Output 2 Target Position Map Cal1
- Auxiliary PWM Output 2 Target Position Map Cal2
- Auxiliary PWM Output 2 Target Position Map Cal3
- Auxiliary PWM Output 2 Target Position Map Cal4
- Auxiliary PWM Output 2 Target Position Maximum Negative Rate of Change
- Auxiliary PWM Output 2 Target Position Maximum Positive Rate of Change
- Auxiliary PWM Output 2 X-axis Breakpoints
- Auxiliary PWM Output 2 X-axis Breakpoints Size
- Auxiliary PWM Output 2 X-axis Engine Speed Maximum
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- Auxiliary PWM Output 2 X-axis Source
- Auxiliary PWM Output 2 Y-axis Angle Maximum
- Auxiliary PWM Output 2 Y-axis Angle Minimum
- Auxiliary PWM Output 2 Y-axis Breakpoints
- Auxiliary PWM Output 2 Y-axis Breakpoints Size
- Auxiliary PWM Output 2 Y-axis Source
- Average Frequency Multipliers
- Average Sum Multipliers
- averaging filter depth
- Bank 0 Injector Channel Mapping
- Bank 1 Injector Channel Mapping
- BAP Decimal Places
- BAP Units
- Barometric Atmospheric Pressure Failure Time
- Barometric Atmospheric Pressure Recovery Time
- Barometric Atmospheric Pressure Sample Rate
- Barometric Atmospheric Pressure Sensor Curve
- Barometric Atmospheric Pressure Sensor Source
- Barometric Atmospheric Pressure Sensor Type
- Barometric Atmospheric Pressure Software Filter
- Barometric Atmospheric Pressure Zero Target

- Base Cal Select Enable
- Base Duty
- Base Duty Adder Breakpoint Size
- Base Duty Adder Load Breakpoints
- Base Engine Speed
- Base Fuel in Crank
- Base Fuel Map 1
- Base Fuel Map 2
- Base Fuel Map 3
- Base Fuel Map 4
- Base Goal Slip Difference
- Base Goal Slip Percentage
- Base Ignition Map 1
- Base Ignition Map 2
- Base Ignition Map 3
- Base Ignition Map 4
- Base Torque Reduction
- Base Variable Cam Exhaust Timing Duty Map
- Base Variable Cam Inlet Timing Duty Map
- Base Wastegate Control Duty Map (First Gear) 1
- Base Wastegate Control Duty Map (First Gear) 2
- Base Wastegate Control Duty Map (First Gear) 3
- Base Wastegate Control Duty Map (First Gear) 4
- Base Wastegate Control Duty Map (Top Gear) 1
- Base Wastegate Control Duty Map (Top Gear) 2
- Base Wastegate Control Duty Map (Top Gear) 3
- Base Wastegate Control Duty Map (Top Gear) 4
- Base Wastegate Control Valve Duty Adder
- Base Wastegate Control Valve Duty Correction f(AAT)
- Base Wastegate Control Valve Duty Correction f(ACT)
- Base Wastegate Control Valve Duty Correction f(BAP)
- Base Wastegate Control Valve Duty Correction f(BPOT)
- Base Wastegate Control Valve Duty Correction f(ECT)
- Base Wastegate Control Valve Duty Correction f(EOT)
- Battery Adder
- Battery Compensation Base Voltage
- Battery Voltage Alarm Display Text
- Battery Voltage Alarm Engine Speed Qualifer
- Battery Voltage Alarm Glitch Time
- Battery Voltage Alarm Input Channel
- Battery Voltage Alarm Self Cancel Time
- Battery Voltage Alarm Threshold
- Battery Voltage Alarm Threshold Adjustment
- Battery Voltage Alarm Threshold Condition
- Battery Voltage Alarm Vehicle Speed Qualifer
- Battery Voltage Decimal Places

- Battery Voltage Disable Threshold
- Battery Voltage Enable Threshold
- Battery Voltage Error Filter
- Battery Voltage Low Warning
- Battery Voltage Sample Rate
- Battery Voltage Sensor Curve
- Battery Voltage Sensor Type
- Battery Voltage Software Filter
- Battery Voltage Zero Target
- Bin Size
- Bleed Mode Selection Debounce
- Blip End Delay
- Blip f(GEAR) (CLUTCHED UP)
- Blip f(GEAR) (UNCLUTCHED UP)
- Blip RPM Timeout (CLUTCHED UP)
- Blip RPM Timeout (UNCLUTCHED UP)
- Blip TPS Cut_Blipper Fail TPS Threshold
- Blip TPS Cut_Blipper Open TPS Threshold To Start Shift
- Blip TPS Cut_DownShift Valve Delay
- Blip TPS Cut_Driver Disable Cut TPS Threshold
- Blip TPS Cut_Driver Reenable Cut TPS Threshold
- Blip TPS Cut_Enable
- Blip TPS Cut_End Cut TPS Threshold
- Blip TPS Cut_Gear Group 1 After Shift Fuel Multiplier
- Blip TPS Cut_Gear Group 1 After Shift Ignition Retard
- Blip TPS Cut_Gear Group 1 After Shift Mode
- Blip TPS Cut_Gear Group 1 After Shift Severity
- Blip TPS Cut_Gear Group 1 Before Shift Fuel Multiplier
- Blip TPS Cut_Gear Group 1 After Shift Ignition Retard
- Blip TPS Cut_Gear Group 1 After Shift Mode
- Blip TPS Cut_Gear Group 1 After Shift Severity
- Blip TPS Cut_Gear Group 1 Before Shift Fuel Multiplier
- Blip TPS Cut_Gear Group 1 Before Shift Ignition Retard
- Blip TPS Cut_Gear Group 1 Before Shift Mode
- Blip TPS Cut_Gear Group 1 Before Shift Severity
- Blip TPS Cut_Gear Group 2 After Shift Fuel Multiplier
- Blip TPS Cut_Gear Group 2 After Shift Ignition Retard
- Blip TPS Cut_Gear Group 2 After Shift Mode
- Blip TPS Cut_Gear Group 2 After Shift Severity
- Blip TPS Cut_Gear Group 2 Before Shift Fuel Multiplier
- Blip TPS Cut_Gear Group 2 Before Shift Ignition Retard
- Blip TPS Cut_Gear Group 2 Before Shift Mode
- Blip TPS Cut_Gear Group 2 Before Shift Severity
- Blip TPS Cut_Max Wait For Blip Open Start Shift Timeout

- Blip TPS Cut_Max Wait For TPS To Reach Fail TPS Value After Blipper On
- Blip Valve Bleed Duty
- Blip Valve Frequency
- Blipper Fail Reset Using Manual Mode Enable
- Blipper Fail TPS Check Enable
- Blipper Pressure Decimal Places
- Blipper Pressure Sample Rate
- Blipper Pressure Sensor Curve
- Blipper Pressure Sensor Type
- Blipper Pressure Software Filter
- Blipper Pressure Units
- Blipper Pressure Zero Target
- Boost Adjustment Pot Position Per Gear
- Boost Adjustment Pot Sample Rate
- Boost Adjustment Pot Sensor Curve
- Boost Adjustment Pot Sensor Type
- Boost Adjustment Pot Software Filter
- Boost Adjustment Pot Voltage Thresholds
- Boost Limit
- Boost Limit Torque Reduction
- Boost Limit Torque Reduction Mode
- Boost Pot Zero Target
- Bottom Gear
- Brake And Throttle Fuel Cut Brake Pressure Threshold
- Brake And Throttle Fuel Cut Brake Sensor
- Brake And Throttle Fuel Cut Throttle Threshold
- Brake Switch Debounce Samples
- Brake Switch Sample Rate
- Brightness Mode Change Time
- Button Configuration
- Cal Over Can RPM limit
- Cal Over Can RPM Limit Minimum Time
- Cal Pot Calibration Select
- CAL Pot Change Notification on Serial Stream Enable
- CAL Pot Change Notification on Serial Stream Time
- CAL Restart Position
- Cal Select Per Gear
- Calibration Direction
- Calibration Manual Trigger
- Calibration Pot Sample Rate
- Calibration Pot Sensor Curve
- Calibration Pot Sensor Type
- Calibration Pot Software Filter
- Calibration Pot Voltage Thresholds
- Calibration Pot Zero Target
- Calibration Selection

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- Calibration Steps
- Calibration Switch Action At Min And Max
- Calibration Switch Debounce Samples
- Calibration Switch Maximum Endstop
- Calibration Switch Minimum Endstop
- Calibration Switch Sample Rate
- Calibration Trigger ECU Reset Interval
- Cam Crank Output To Injectors
- Cam Delay Angle
- Cam Edge
- Cam Falling
- Cam For Reference Tooth Enable
- Cam For Reference Tooth Exit Speed
- Cam Latch Angle Offset
- Cam Lower Cranking Threshold
- Cam Lower Run Threshold
- Cam Position
- Cam Pullup Enable
- Cam Rising
- Cam Sensor Type
- Cam Target Rate of Change Enable
- Cam Target Rate of Change Limit
- Cam Upper Cranking Threshold
- Cam Upper Run Threshold
- CAN Fail Hold Blip Cut TPS Limit
- CAN Port 1 Mode
- CAN Port 1 Overlay

- CAN Port 1 PC Delay Timeout
- CAN Port 2 Mode
- CAN Port 2 Overlay
- CAN Port 3 Mode
- CAN Port 3 Overlay
- CAN TX Frame Masking
- Canister Purge 1 Manifold Pressure Enable
- Canister Purge 1 Maximum Engine Speed
- Canister Purge 1 Minimum Engine Speed
- Canister Purge 1 Pressure Stable Time
- Canister Purge 1 Valve Duty
- Canister Purge 1 Water Temperature Disable
- Canister Purge 1 Water Temperature Enable
- Canister Purge 2 Manifold Pressure Enable
- Canister Purge 2 Maximum Engine Speed
- Canister Purge 2 Minimum Engine Speed
- Canister Purge 2 Pressure Stable Time

Canister Purge 2 Throttle Disable
Canister Purge 2 Throttle Enable
Canister Purge 2 Valve Duty
Canister Purge 2 Water Temperature Disable
Canister Purge 2 Water Temperature Enable
Canister Purge RPM Breakpoint Size
Canister Purge RPM Breakpoints
Canister Purge Throttle Breakpoint Size
Canister Purge Throttle Breakpoints
Canister Purge Valves Frequency
Canister Purge Valves Service Time
Canoe Valve Drive Type
CANOEPWM1 Function Select
CANOEPWM2 Function Select
CANOEPWM3 Function Select
CANOEPWM4 Function Select
CANOEPWM5 Function Select
CANOEPWM6 Function Select
CANOEPWM7 Function Select
CANOEPWM8 Function Select
Car Service Interval
Car Service Strategy Enable
Car Service Timer Engine Speed Threshold
Car Speed Fan Disable ECT Limit
Car Speed Fan Disable Release Speed
Car Speed Fan Disable Trigger Speed
CCP Decimal Places
CCP Units

Channel CAM Function Select
Channel DIGMUX1 Function Select
Channel DIGMUX1 Invert Select
Channel DIGMUX2 Function Select
Channel DIGMUX2 Invert Select
Channel DIGMUX3 Function Select
Channel DIGMUX3 Invert Select
Channel DIGMUX4 Function Select
Channel DIGMUX4 Invert Select
Channel DIGMUX5 Function Select
Channel DIGMUX5 Invert Select
Channel DIGMUX6 Function Select
Channel DIGMUX6 Invert Select
Channel DIGMUX7 Function Select
Channel DIGMUX7 Invert Select
Channel DIGMUX8 Function Select
Channel DIGMUX8 Invert Select

- Channel DIN1 Analog Alternate Function Select
- Channel DIN1 Function Select
- Channel DIN1 Invert Select
- Channel DIN1 Pullup Select
- Channel DIN2 Analog Alternate Function Select
- Channel DIN2 Function Select
- Channel DIN2 Invert Select
- Channel DIN2 Pullup Select
- Channel DIN3 Analog Alternate Function Select
- Channel DIN3 Function Select
- Channel DIN3 Invert Select
- Channel DIN3 Pullup Select
- Channel DIN4 Analog Alternate Function Select
- Channel DIN4 Function Select
- Channel DIN4 Invert Select
- Channel DIN4 Pullup Select
- Channel DIN5 Analog Alternate Function Select
- Channel DIN5 Function Select
- Channel DIN5 Invert Select
- Channel DIN5 Pullup Select
- Channel DIN6 Analog Alternate Function Select
- Channel DIN6 Function Select
- Channel DIN6 Invert Select
- Channel DIN6 Pullup Select
- Channel DIN7 Analog Alternate Function Select
- Channel DIN7 Function Select
- Channel DIN7 Invert Select
- Channel DIN7 Pullup Select
- Channel DIN8 Analog Alternate Function Select
- Channel DIN8 Function Select
- Channel DIN8 Invert Select
- Channel DIN8 Pullup Select
- Channel DIN9 Analog Alternate Function Select
- Channel DIN9 Function Select
- Channel DIN9 Invert Select
- Channel DIN9 Pullup Select
- Channel DIN10 Analog Alternate Function Select
- Channel DIN10 Function Select
- Channel DIN10 Invert Select
- Channel DIN10 Pullup Select
- Chop Delay Time
- Chop Duty
- Chop Enable
- Chop Frequency

- Closed Loop Disable Time During Fuel Cut
- Closed Loop Disable Time During Gear Shift
- Closed Loop Disable Time During Transient
- Closed Loop Disable Time Sensor Warmup
- Closed Loop Disable Time Starting
- Closed Loop Enable Lambda Maximum
- Closed Loop Enable Lambda Minimum
- Closed Loop Idle Air Con Engine Speed Target Adder
- Closed Loop Idle Air Con FBW Throttle Demand Offset
- Closed Loop Idle Base FBW Throttle Demand
- Closed Loop Idle Control Enable Car Speed
- Closed Loop Idle Control Enable Manifold Pressure
- Closed Loop Idle Control Enable Speed
- Closed Loop Idle Control Target Base Offset
- Closed Loop Idle Control Target Initial Offset
- Closed Loop Idle Control Target Rate Limit
- Closed Loop Idle FBW Throttle Demand Correction f(ACT)
- Closed Loop Idle FBW Throttle Demand Correction f(BAP)
- Closed Loop Idle FBW Throttle Demand Correction f(VBAT)
- Closed Loop Idle FBW Throttle Demand in Crank
- Closed Loop Idle FBW Throttle Demand Maximum
- Closed Loop Idle FBW Throttle Rate Limits
- Closed Loop Idle Fuel Adder
- Closed Loop Idle Rate of Change of Throttle Demand Limit
- Closed Loop Idle View Select
- Closed Loop Idle Warmup FBW Throttle Demand Offset
- Closed Loop Lambda Enable
- Closed Loop Lambda Integral Gain
- Closed Loop Lambda Proportional Gain
- Closed Loop Lambda Target 1
- Closed Loop Lambda Target 2
- Closed Loop Lambda Target 3
- Closed Loop Lambda Target 4
- Closed Loop Lambda Target Exhaust Temperature Correction
- Closed Loop Lambda Target Multiplier f(ECT)
- Closed Loop Lambda Update Rate
- Closed Loop Target Maximum Rate of Change PPS Breakpoint Size
- Closed Loop Target Maximum Rate of Change PPS Breakpoints
- Closed Loop Variable Cam Timing Enable
- Closed Loop Variable Cam Timing Engine Speed Disable
- Closed Loop Variable Cam Timing Engine Speed Enable
- Closed Loop Wastegate Control Derivative Breakpoint Size
- Closed Loop Wastegate Control Derivative Breakpoints
- Closed Loop Wastegate Control Derivative Decay Negative
- Closed Loop Wastegate Control Derivative Decay Negative - PRP

Closed Loop Wastegate Control Derivative Decay Positive
Closed Loop Wastegate Control Derivative Decay Positive - PRP
Closed Loop Wastegate Control Derivative Gain
Closed Loop Wastegate Control Derivative Gain - PRP
Closed Loop Wastegate Control Enable
Closed Loop Wastegate Control Error Breakpoint Size
Closed Loop Wastegate Control Error Breakpoints
Closed Loop Wastegate Control Integrator Gain - PRP (Negative Error)
Closed Loop Wastegate Control Integrator Gain - PRP (Positive Error)
Closed Loop Wastegate Control Integrator Gain (Negative Error)
Closed Loop Wastegate Control Integrator Gain (Positive Error)
Closed Loop Wastegate Control Proportional Gain - PRP (Negative Error)
Closed Loop Wastegate Control Proportional Gain - PRP (Positive Error)
Closed Loop Wastegate Control Proportional Gain (Negative Error)
Closed Loop Wastegate Control Proportional Gain (Positive Error)
Closed Loop Wastegate Control Target 1
Closed Loop Wastegate Control Target 1 - PRP
Closed Loop Wastegate Control Target 2
Closed Loop Wastegate Control Target 2 - PRP
Closed Loop Wastegate Control Target 3
Closed Loop Wastegate Control Target 3 - PRP
Closed Loop Wastegate Control Target 4
Closed Loop Wastegate Control Target 4 - PRP
Closed Loop Wastegate Control Target Correction f(AAT)
Closed Loop Wastegate Control Target Correction f(AAT) - PRP
Closed Loop Wastegate Control Target Correction f(ACT)
Closed Loop Wastegate Control Target Correction f(ACT) - PRP
Closed Loop Wastegate Control Target Correction f(BAP)
Closed Loop Wastegate Control Target Correction f(BAP) - PRP
Closed Loop Wastegate Control Target Correction f(BPOT)

Closed Loop Wastegate Control Target Correction f(BPOT) - PRP
Closed Loop Wastegate Control Target Correction f(ECT)
Closed Loop Wastegate Control Target Correction f(ECT) - PRP
Closed Loop Wastegate Control Target Correction f(EOT)
Closed Loop Wastegate Control Target Correction f(EOT) - PRP
Closed Loop Wastegate Control Target Correction f(TORQUE error)
Closed Loop Wastegate Control Target Correction f(TORQUE error) - PRP
Closed Loop Wastegate Control Target Type
Closed Loop Wastegate Control Throttle Angle Enable
Closed Loop Wastegate Target Maximum Rate of Change
Closed Loop Wastegate Temporary Disable Time
Closed PPS Hysteresis
Closed PPS Window
Clutch Disengage Duty
Clutch Displacement Decimal Places

- Clutch Displacement Sample Rate
- Clutch Displacement Sensor Curve
- Clutch Displacement Sensor Type
- Clutch Displacement Software Filter
- Clutch Displacement Units
- Clutch Displacement Zero Target
- Clutch Downshift Timeout
- Clutch Engage Duty
- Clutch Pressure Decimal Places
- Clutch Pressure Sample Rate
- Clutch Pressure Sensor Curve
- Clutch Pressure Sensor Type
- Clutch Pressure Software Filter
- Clutch Pressure Units
- Clutch Pressure Zero Target
- Clutch Upshift Timeout
- Clutch Valve Bleed Duty
- Clutch Valve Frequency
- Clutched Upshift Ignition Advance Rate
- Clutched Upshift Ignition Retard
- CMD Control Speed Threshold
- Coil Charge Time
- Coil Charge Time Adder in Crank
- Coil Charge Time Load Adder
- Coil Charge Time Maximum
- Coil Drive Type
- Connect and Case Zero Target
- Crank and Cam Configuration Mode
- Crank Case Pressure Sample Rate

- Crank Case Pressure Sensor Curve
- Crank Case Pressure Sensor Type
- Crank Case Pressure Software Filter
- Crank Case Pressure Zero Target
- Crank Entry Speed
- Crank Exit Speed
- Crank Falling
- Crank Filter Angular Width
- Crank Filter Enable Speed
- Crank Filter Speed Hysteresis
- Crank Input Source Select
- Crank One Edge
- Crank One Lower Cranking Threshold
- Crank One Lower Run Threshold
- Crank One Pullup Enable
- Crank One Sensor Offset
- Crank One Sensor Type

Crank One Upper Cranking Threshold
Crank One Upper Run Threshold
Crank Pattern Select
Crank Rising
Crank Run Threshold Breakpoint Size
Crank Run Threshold Breakpoints
Crank Tooth Reference Angle
Crank Wheel Missing Teeth Gap Detection Ratio
Cranking Fuel Pump Start Angle
Cranking Fuel Pump Start Angle FRP Threshold
Cranking Multiplier
Cut Method Selection By Source
Cut Mode
Cut Position Timeouts
Cut Severity
Cylinder 1
Cylinder 1
Cylinder 2
Cylinder 2
Cylinder 3
Cylinder 3
Cylinder 4
Cylinder 4
Cylinder 5
Cylinder 5
Cylinder 6
Cylinder 6
Cylinder 7
Cylinder 7
Cylinder 8

Cylinder 8
Cylinder 9
Cylinder 9
Cylinder 10
Cylinder 10
Cylinder 11
Cylinder 11
Cylinder 12
Cylinder 12
Cylinder Bank Allocation
Cylinder Count Breakpoint Size
Cylinder Count Breakpoints
Cylinder Cut
Cylinder Cut Sequence Reset

Damper Displacement Breakpoints
Damper Displacement Breakpoints Size
Dash Fields
Dash Speed Channel Multiplier
Dash Switch Debounce Samples
Dash Switch Sample Rate
Dash Type
Data Buddy Log Rate Switch Debounce Samples
Data Buddy Log Rate Switch Sample Rate
Day Mode Segment Brightness
DC MOTOR A Base Duty
DC MOTOR A Closed Loop Control
DC MOTOR A Derivative Breakpoint Size
DC MOTOR A Derivative Breakpoints
DC MOTOR A Derivative Delta Time
DC MOTOR A Derivative Gain
DC MOTOR A Error Axis Breakpoint Size
DC MOTOR A Error Axis Breakpoints
DC MOTOR A Error Limit
DC MOTOR A Error Time Limit
DC MOTOR A Integral Gain
DC MOTOR A Integral Maximum
DC MOTOR A Integral Minimum
DC MOTOR A Maximum Duty
DC MOTOR A Maximum Duty Mode
DC MOTOR A Minimum Duty
DC MOTOR A Minimum Duty Mode
DC MOTOR A Proportional Gain
DC MOTOR A Service Time
DC MOTOR A Target Axis Breakpoint Size

DC MOTOR A Target Axis Breakpoints
DC MOTOR B Base Duty
DC MOTOR B Closed Loop Control
DC MOTOR B Derivative Breakpoint Size
DC MOTOR B Derivative Breakpoints
DC MOTOR B Derivative Delta Time
DC MOTOR B Derivative Gain
DC MOTOR B Error Axis Breakpoint Size
DC MOTOR B Error Axis Breakpoints
DC MOTOR B Error Limit
DC MOTOR B Error Time Limit
DC MOTOR B Integral Gain
DC MOTOR B Integral Maximum
DC MOTOR B Integral Minimum

DC MOTOR B Maximum Duty
DC MOTOR B Maximum Duty Mode
DC MOTOR B Minimum Duty
DC MOTOR B Minimum Duty Mode
DC MOTOR B Proportional Gain
DC MOTOR B Service Time
DC MOTOR B Target Axis Breakpoint Size
DC MOTOR B Target Axis Breakpoints
DC MOTOR C Base Duty
DC MOTOR C Closed Loop Control
DC MOTOR C Derivative Breakpoint Size
DC MOTOR C Derivative Breakpoints
DC MOTOR C Derivative Delta Time
DC MOTOR C Derivative Gain
DC MOTOR C Error Axis Breakpoint Size
DC MOTOR C Error Axis Breakpoints
DC MOTOR C Error Limit
DC MOTOR C Error Time Limit
DC MOTOR C Integral Gain
DC MOTOR C Integral Maximum
DC MOTOR C Integral Minimum
DC MOTOR C Maximum Duty
DC MOTOR C Maximum Duty Mode
DC MOTOR C Minimum Duty
DC MOTOR C Minimum Duty Mode
DC MOTOR C Proportional Gain
DC MOTOR C Service Time
DC MOTOR C Target Axis Breakpoint Size
DC MOTOR C Target Axis Breakpoints
DC Motor Feedback 1 Failure Time

DC Motor Feedback 1 Recovery Time
DC Motor Feedback 1 Sample Rate
DC Motor Feedback 1 Sensor Curve
DC Motor Feedback 1 Sensor Type
DC Motor Feedback 1 Service Filter
DC Motor Feedback 1 Zero Target
DC Motor Feedback 2 Failure Time
DC Motor Feedback 2 Recovery Time
DC Motor Feedback 2 Sample Rate
DC Motor Feedback 2 Sensor Curve
DC Motor Feedback 2 Sensor Type
DC Motor Feedback 2 Service Filter
DC Motor Feedback 2 Zero Target

DC Motor Feedback 3 Failure Time
DC Motor Feedback 3 Recovery Time
DC Motor Feedback 3 Sample Rate
DC Motor Feedback 3 Sensor Curve
DC Motor Feedback 3 Sensor Type
DC Motor Feedback 3 Service Filter
DC Motor Feedback 3 Zero Target
DC Motor PID Control Block Assignment
DCU Link Fail Time
Default Communication Mode
Default Gear
Delay Time
Demand Valve End Angle Offset
Demand Valve End Angle Offset FRP Threshold
Demand Valve Fixed Start Angle Offset
Demanded TPS Maximum Rate of Change
Demanded TPS Strategy Priority
Derivative Engine Speed Breakpoints
Derivative Engine Speed Breakpoints Size
Derivative Engine Speed Throttle Breakpoint Size
Derivative Engine Speed Throttle Breakpoints
Derived Wheel Speed Maximum Rate of Change f(Gear Position)
Detection Frequency
Detent Valve Bleed Duty
Detent Valve Frequency
Detonation Channel Mapping
Diesel Limp Home Full Cut Enable
Digital Analog Alternative Channel Zero Target
Digital Multiplexer 1 Switch States

Digital Multiplexer 2 Switch States
Digital Multiplexer Filter Time
Digital Multiplexer Voltage Points
Digital Multiplexer Voltage Tolerance
Disable Full Power Retry
Disable Logging Configuration Changes
Displacement Alarm Five Display Text
Displacement Alarm Five Engine Speed Qualifer
Displacement Alarm Five Glitch Time
Displacement Alarm Five Input Channel
Displacement Alarm Five Self Cancel Time
Displacement Alarm Five Threshold
Displacement Alarm Five Threshold Adjustment
Displacement Alarm Five Threshold Condition
Displacement Alarm Five Vehicle Speed Qualifer
Displacement Alarm Four Display Text
Displacement Alarm Four Engine Speed Qualifer
Displacement Alarm Four Glitch Time

Displacement Alarm Four Input Channel
Displacement Alarm Four Self Cancel Time
Displacement Alarm Four Threshold
Displacement Alarm Four Threshold Adjustment
Displacement Alarm Four Threshold Condition
Displacement Alarm Four Vehicle Speed Qualifer
Displacement Alarm One Display Text
Displacement Alarm One Engine Speed Qualifer
Displacement Alarm One Glitch Time
Displacement Alarm One Input Channel
Displacement Alarm One Self Cancel Time
Displacement Alarm One Threshold
Displacement Alarm One Threshold Adjustment
Displacement Alarm One Threshold Condition
Displacement Alarm One Vehicle Speed Qualifer
Displacement Alarm Three Display Text
Displacement Alarm Three Engine Speed Qualifer
Displacement Alarm Three Glitch Time
Displacement Alarm Three Input Channel
Displacement Alarm Three Self Cancel Time
Displacement Alarm Three Threshold
Displacement Alarm Three Threshold Adjustment
Displacement Alarm Three Threshold Condition
Displacement Alarm Three Vehicle Speed Qualifer
Displacement Alarm Two Display Text
Displacement Alarm Two Engine Speed Qualifer
Displacement Alarm Two Glitch Time
Displacement Alarm Two Input Channel
Displacement Alarm Two Self Cancel Time
Displacement Alarm Two Threshold

Displacement Alarm Two Threshold Adjustment
Displacement Alarm Two Threshold Condition
Displacement Alarm Two Vehicle Speed Qualifer
Distributor Enable
Downshift Clutch Disengage Timeout
Downshift Clutch Disengaged Pressure Threshold
Downshift Clutch Engage Timeout
Downshift Clutch Engaged Pressure Threshold
Downshift Pressure Decimal Places
Downshift Pressure Sample Rate
Downshift Pressure Sensor Curve
Downshift Pressure Sensor Type
Downshift Pressure Software Filter
Downshift Pressure Units
Downshift Pressure Zero Target
Downshift Stack Timeout

- Downshift To Neutral From Detent Switch Enable
- Downshift To Neutral From Detent Switch Maximum Car Speed Limit
- Downshift To Neutral From Detent Switch TPS Limit
- Downshift TPS Threshold
- DownShift Valve Bleed Duty
- DownShift Valve Frequency
- Driven Speed Wheel Method
- Driven Wheel Diff Scaling
- Driven Wheel Slip Filter
- Driven Wheels Select
- Drivetrain Backlash Failure Timer
- Drivetrain Backlash Front Brake Pressure Threshold
- Drivetrain Backlash Ratio Error Breakpoint Size
- Drivetrain Backlash Ratio Error Breakpoints
- Drivetrain Backlash Ratio Threshold
- Drivetrain Backlash Recovery Timer
- Drivetrain Backlash Strategy Enable
- Drivetrain Backlash Torque Reduction
- Drivetrain Backlash TPS Breakpoint Size
- Drivetrain Backlash TPS Breakpoints
- Drivetrain Backlash Vehicle Speed Threshold
- Drivetrain Ratios
- Dual Closed Loop Wastegate Control PRP Activate
- Dual Closed Loop Wastegate Control PRP Deactivate
- Duty Tranfer Function Breakpoints
- Dynamic Teeth to Average Enable
- Dyno Slew Pot A Failure Time
- Dyno Slew Pot A Recovery Time
- Dyno Slew Pot A Sample Rate
- Dyno Slew Pot A Sensor Curve
- Dyno Slew Pot A Sensor Type
- Dyno Slew Pot A Software Filter
- Dyno Slew Pot A Zero Target
- Dyno Slew Pot B Failure Time
- Dyno Slew Pot B Recovery Time
- Dyno Slew Pot B Sample Rate
- Dyno Slew Pot B Sensor Curve
- Dyno Slew Pot B Sensor Type
- Dyno Slew Pot B Software Filter
- Dyno Slew Pot B Zero Target
- Dyno Slew Pot C Failure Time
- Dyno Slew Pot C Recovery Time
- Dyno Slew Pot C Sample Rate
- Dyno Slew Pot C Sensor Curve

- Dyno Slew Pot C Sensor Type
- Dyno Slew Pot C Software Filter
- Dyno Slew Pot C Zero Target
- EBC Brake Pressure Breakpoint Size
- EBC Brake Pressure Breakpoints
- EBC Cal 1 Base Duty
- EBC Cal 1 Base Target Negative Slip Percentage
- EBC Cal 1 Brake Pressure Threshold
- EBC Cal 1 Derivative Breakpoint Size
- EBC Cal 1 Derivative Breakpoints
- EBC Cal 1 Derivative Delta Time
- EBC Cal 1 Derivative Gain
- EBC Cal 1 Error Axis Breakpoint Size
- EBC Cal 1 Error Axis Breakpoints
- EBC Cal 1 Error Limit
- EBC Cal 1 Error Time Limit
- EBC Cal 1 FBW Exit Rate Limit
- EBC Cal 1 Front Brake Pressure Multiplier
- EBC Cal 1 Fuel Multiplier
- EBC Cal 1 Integral Gain
- EBC Cal 1 Integral Maximum
- EBC Cal 1 Integral Minimum
- EBC Cal 1 Maximum Duty
- EBC Cal 1 Maximum Duty Mode
- EBC Cal 1 Maximum FBW TPS Request
- EBC Cal 1 Minimum Duty
- EBC Cal 1 Minimum Duty Mode
- EBC Cal 1 Proportional Gain
- EBC Cal 1 Rear Brake Pressure Adder
- EBC Cal 1 Rear Brake Pressure Multiplier
- EBC Cal 1 Rear Damper Displacement Multiplier
- EBC Cal 1 Service Time
- EBC Cal 1 Traction Control Pot Multiplier
- EBC Duty Breakpoint Size
- EBC Duty Breakpoints
- EBC Enable
- EBC Fuelling Correction Engine Speed Breakpoint Size
- EBC Fuelling Correction Engine Speed Breakpoints
- EBC Negative Slip Percentage Breakpoint Size
- EBC Negative Slip Percentage Breakpoints
- EBC Output Method
- EBC Rear Damper Breakpoint Size
- EBC Rear Damper Breakpoints
- EBC Vehicle Speed Threshold
- ECP Decimal Places
- ECP Units

- ECT Decimal Places
- ECT High Alarm Threshold
- ECT In Decimal Places
- ECT In Units
- ECT Units
- ECU Errors Alarm Display Text
- ECU Errors Alarm Enable
- ECU License Abort
- ECU License Reset Count
- ECU License Time
- ECU Link Fail Time
- ECU Temperature Zero Target
- ECUT Decimal Places
- ECUT Units
- Edge to start Angle Count on
- Edge to stop Angle Count on
- Effective Throttle Angle Adder Angle Breakpoints
- Effective Throttle Angle Adder Duty Breakpoints
- EGCU Ignition Retard
- EGCU Ignition Retard Engine Speed Breakpoint Size
- EGCU Ignition Retard Engine Speed Breakpoints
- EGCU Retard Ramp Out Rate
- EGCU Torque Reduction Mode
- EGR Valve Delay Time
- EGR Valve Frequency
- EGR Valve Hold Duty
- EGR Valve Maximum On Time
- EGR Valve Off f(RPM)
- EGR Valve Off f(TPS)
- EGR Valve On f(RPM)

- EGR Valve On f(TPS)
- EGR Valve Open Duty
- EGR Valve Open Time
- EGR Valve Service Time
- Emission Control Enabled
- Emission Pump dTPS On Time
- Emission Pump dTPS Threshold
- Emission Pump On Time f(ECT)
- Emission Valve Delay Time
- Enable
- Enable
- Enable
- Enable
- Enable
- Enable

- Enable
- Enable
- Enable
- Enable
- Enable
- Enable
- Enable Accel Ignition
- Enable ALS Control Without Valve
- Enable Banked Injection
- Enable Blipped Manual DownShift
- Enable Boost Adjustment Pot Position From Gear Position
- Enable Cal From Gear Position
- Enable Calibration Data on Datastreams
- Enable Cylinder Fuel Trim
- Enable Cylinder Ignition Trim
- Enable Derived Wheel Speed
- Enable Fuel Map Throttle Multimaps
- Enable Fuel Used on Stack Datastreams
- Enable Injection Angle Offset
- Enable Log Book Clear
- Enable Odd Fire
- Enable Relative Gear Deltas
- Enable Time Based Transients
- Enable Time Based Wastegate Control
- Enable Variable Cam Target 2
- End of Pattern
- End of Pattern
- End of Pattern
- End of Pattern

- End of Pattern
- End of Pattern
- End of Pattern
- End of Pattern
- End of Pattern Pulse Count Value Comparison
- End of Pattern Pulse Count Value Comparison
- End of Pattern Pulse Count Value Comparison
- End of Pattern Pulse Count Value Comparison
- End of Pattern Pulse Count Value Comparison
- End of Pattern Pulse Count Value Comparison
- End of Pattern Pulse Count Value Comparison
- End of Pattern Pulse Count Value Comparison
- Engine Coolant Temperature Axis Breakpoint Size
- Engine Coolant Temperature Axis Breakpoints
- Engine Coolant Temperature Disable Threshold
- Engine Coolant Temperature Disable Threshold
- Engine Coolant Temperature Enable Threshold

Engine Coolant Temperature Failure Time
Engine Coolant Temperature In Sample Rate
Engine Coolant Temperature In Sensor Curve
Engine Coolant Temperature In Sensor Type
Engine Coolant Temperature In Software Filter
Engine Coolant Temperature In Zero Target
Engine Coolant Temperature Multiplier
Engine Coolant Temperature Recovery Time
Engine Coolant Temperature Sample Rate
Engine Coolant Temperature Sensor Curve
Engine Coolant Temperature Sensor Type
Engine Coolant Temperature Software Filter
Engine Coolant Temperature Zero Target
Engine Id One Sample Rate
Engine Id One Sensor Curve
Engine Id One Sensor Type
Engine Id One Software Filter
Engine Id One Voltage Thresholds
Engine Id One Zero Target
Engine Id Two Sample Rate
Engine Id Two Sensor Curve
Engine Id Two Sensor Type
Engine Id Two Software Filter
Engine Id Two Voltage Thresholds
Engine Id Two Zero Target
Engine Kill Switch Debounce Samples
Engine Kill Switch Sample Rate
Engine Kill Switch Timer
Engine Mode On CAN Fail

Engine Monitor Setup
Engine Oil Pressure Failure Time
Engine Oil Pressure Multiplier
Engine Oil Pressure Recovery Time
Engine Oil Pressure Sample Rate
Engine Oil Pressure Scavenge Sample Rate
Engine Oil Pressure Scavenge Sensor Curve
Engine Oil Pressure Scavenge Sensor Type
Engine Oil Pressure Scavenge Software Filter
Engine Oil Pressure Scavenge Zero Target
Engine Oil Pressure Sensor Curve
Engine Oil Pressure Sensor Type
Engine Oil Pressure Software Filter
Engine Oil Pressure Zero Targer

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- Engine Oil Temperature Failure Time
- Engine Oil Temperature In Sample Rate
- Engine Oil Temperature In Sensor Curve
- Engine Oil Temperature In Sensor Type
- Engine Oil Temperature In Software Filter
- Engine Oil Temperature In Zero Target
- Engine Oil Temperature Multiplier
- Engine Oil Temperature Recovery Time
- Engine Oil Temperature Sample Rate
- Engine Oil Temperature Sensor Curve
- Engine Oil Temperature Sensor Type
- Engine Oil Temperature Software Filter
- Engine Oil Temperature Zero Targer
- Engine RPM Filter
- Engine Serial Number Allocation
- Engine Speed Breakpoints
- Engine Speed Breakpoints
- Engine Speed Breakpoints Size
- Engine Speed Disable Threshold
- Engine Speed Disable Threshold
- Engine Speed Enable Threshold
- Engine Speed Torque Multiplier
- Engine Start Switch Debounce Samples
- Engine Start Switch Sample Rate
- Engine Warm Minimum Temperature
- Engine Warmup Time
- EngineCoolantTemperature Offset
- EngineOilPressureTelltale Breakpoint Size
- EngineOilPressureTelltale Breakpoints

- EngineOilPressureTelltale Clear Timer
- EngineOilPressureTelltale f(RPM) Threshold
- EngineOilPressureTelltale Timer
- Enter Limp Home Mode Engine Speed
- Enter Limp Home Mode Oil Temperature
- Enter Limp Home Mode Oil Temperature Timer
- Enter Limp Home Mode Water Temperature
- Enter Limp Home Mode Water Temperature Timer
- EOL Dash Hold Time
- EOP Decimal Places
- EOP Scavenge Decimal Places
- EOP Scavenge Units
- EOP Units
- EOT Decimal Places
- EOT In Decimal Places

EOT In Units
EOT Units
EPAS Fixed Speed
EPAS Fixed Speed Breakpoints
Error Axis Breakpoint Size
Error Axis Breakpoints
EVOX CAN link model
Exhaust Cam Timing Target Angle 1
Exhaust Cam Timing Target Angle 2
Exhaust Cam Timing Target Angle 3
Exhaust Cam Timing Target Angle 4
Exhaust Temperature Correction
Exhaust Temperature Correction Breakpoints
Exhaust Temperature Correction Breakpoints Size
Exhaust Temperature Sample Rate
Exhaust Temperature Sensor Curve
Exhaust Temperature Sensor Type
Exhaust Temperature Software Filter
Exhaust Temperature Two Sample Rate
Exhaust Temperature Two Sensor Curve
Exhaust Temperature Two Sensor Type
Exhaust Temperature Two Software Filter
Exit Limp Home Mode Oil Temperature
Exit Limp Home Mode Oil Temperature Timer
Exit Limp Home Mode Water Temperature
Exit Limp Home Mode Water Temperature Timer
Extension Level
External Lambda One Sensor Curve
External Lambda One Sensor Type

External Lambda Two Sensor Curve
External Lambda Two Sensor Type
External Rev Cut Speed
External Rev Cut Switch Debounce Samples
External Rev Cut Switch Sample Rate
Failed Air Charge Temperature
Failed Ambient Air Temperature
Failed Barometric Atmospheric Pressure
Failed Blipper Pressure
Failed Calibration Pot
Failed Clutch Displacement
Failed Clutch Pressure
Failed Crank Case Pressure
Failed DC Motor Feedback 1
Failed DC Motor Feedback 2
Failed DC Motor Feedback 3

- Failed Downshift Pressure
- Failed Dyno Slew Pot A
- Failed Dyno Slew Pot B
- Failed Dyno Slew Pot C
- Failed Engine Coolant Temperature
- Failed Engine Coolant Temperature In
- Failed Engine Id One
- Failed Engine Id Two
- Failed Engine Oil Pressure
- Failed Engine Oil Pressure Scavenge
- Failed Engine Oil Temperature
- Failed Engine Oil Temperature In
- Failed Exhaust Temperature
- Failed Front Brake Pressure
- Failed Front Brake Temperature
- Failed Front Damper Displacement
- Failed Front Diff Temperature
- Failed Front Right Brake Pressure
- Failed Front Right Damper
- Failed Fuel Pressure
- Failed Fuel Rail Pressure One
- Failed Fuel Rail Pressure Two
- Failed Fuel Temperature
- Failed Gear Box Temperature
- Failed Gyro
- Failed Lateral Acceleration Value
- Failed Longitudinal Acceleration Value
- Failed Manifold Absolute Pressure
- Failed Mode Switch Voltage

- Failed Multiplexed Analog Input One
- Failed Multiplexed Analog Input Two
- Failed Multiplexed Digital Input One
- Failed Multiplexed Digital Input Two
- Failed Post Compressor Pressure
- Failed Post Restricter Pressure
- Failed PPS1 Position
- Failed PPS2 Position
- Failed Pump Current
- Failed Rear Brake Pressure
- Failed Rear Brake Temperature
- Failed Rear Damper Displacement
- Failed Rear Diff Temperature
- Failed Rear Right Brake Pressure
- Failed Rear Right Damper Displacement

- Failed RPM Limit
- Failed Spare Pressure One
- Failed Spare Pressure Two
- Failed Spare Temperature One
- Failed Spare Temperature Two
- Failed Steering Angle
- Failed Strain Gauge Torque
- Failed System Pressure
- Failed Throttle Position
- Failed TPSA2 Position
- Failed TPSB1 Position
- Failed TPSB2 Position
- Failed Upshift Pressure
- Failed Vertical Acceleration Value
- Failed Wastegate Pressure
- Failed Water Pressure
- Failure Time Fuel Rail Pressure One
- Failure Time Fuel Rail Pressure Two
- Fan Override Debounce Samples
- Fan Override Maximum Time
- Fan Override Stuck Switch Detection Time
- Fan Override Switch Sample Rate
- FBW Control Frequency
- FBW Control Maximum Duty
- FBW Control Minimum Duty
- FBW Control Offset A
- FBW Control Offset B
- FBW Control Throttle Angle Axis Breakpoints
- FBW Control Throttle Angle Axis Size

- FBW Derivative Axis Breakpoint Size
- FBW Derivative Axis Breakpoints
- FBW Derivative Delta Period A
- FBW Derivative Delta Period B
- FBW Derivative Term A
- FBW Derivative Term A
- FBW Derivative Term B
- FBW Derivative Term B
- FBW Enabled
- FBW Engine Speed Axis Breakpoints
- FBW Engine Speed Demand Axis Breakpoint Size
- FBW Engine Stopped Timeout
- FBW Error Axis Breakpoint Size
- FBW Error Axis Breakpoints

FBW Error Margin
FBW Integral Gain A
FBW Integral Gain A
FBW Integral Gain B
FBW Integral Gain B
FBW Integral Maximum A
FBW Integral Maximum B
FBW Integral Minimum A
FBW Integral Minimum B
FBW Kill Engine on Fail
FBW Max Out-Of-Margin Time
FBW Maximum Requested TPS
FBW Method Selection By Source
FBW Output Function PWM Frequency
FBW Output Function Service Time
FBW PID Mode
FBW Position Based Proportional Term A
FBW Position Based Proportional Term B
FBW PPS Demand Axis Breakpoint Size
FBW PPS Demand Axis Breakpoints
FBW Proportional Term A
FBW Proportional Term B
FBW Rate Limits
FBW Rev Cut on Fail
FBW Rev Cut Reinstate on Fail
FBW Shutdown Ramp Enable
FDT Decimal Places
FDT Units
Filter Gain

Firing Order
First Shift Light Offset
Foley Maximum Gear Change Time On CAN Fail
FP Decimal Places
FP Units
Frequency
Frequency Based Variable Inlet Cam Duty Positive
Frequency Based Variable Inlet Cam Enable
Front Brake Pressure Sample Rate
Front Brake Pressure Sensor Curve
Front Brake Pressure Sensor Type
Front Brake Pressure Software Filter
Front Brake Pressure Zero Target
Front Brake Temperature Sample Rate
Front Brake Temperature Sensor Curve
Front Brake Temperature Sensor Type

- Front Brake Temperature Software Filter
- Front Brake Temperature Zero Target
- Front Damper Displacement Decimal Places
- Front Damper Displacement Sample Rate
- Front Damper Displacement Sensor Curve
- Front Damper Displacement Sensor Type
- Front Damper Displacement Software Filter
- Front Damper Displacement Units
- Front Damper Displacement Zero Target
- Front Diff Temperature Sample Rate
- Front Diff Temperature Sensor Curve
- Front Diff Temperature Sensor Type
- Front Diff Temperature Software Filter
- Front Diff Temperature Zero Target
- Front Left Brake Pressure Decimal Places
- Front Left Brake Pressure Units
- Front Left Damper Displacement Decimal Places
- Front Left Damper Displacement Units
- Front Left Wheel Speed Units
- Front Right Brake Pressure Decimal Places
- Front Right Brake Pressure Sample Rate
- Front Right Brake Pressure Sensor Curve
- Front Right Brake Pressure Sensor Type
- Front Right Brake Pressure Software Filter
- Front Right Brake Pressure Units
- Front Right Damper Displacement Decimal Places
- Front Right Damper Displacement Units
- Front Right Damper Sample Rate
- Front Right Damper Sensor Curve
- Front Right Damper Sensor Type
- Front Right Damper Software Filter
- Front Right Wheel Speed Sample Rate
- Front Right Wheel Speed Units
- Front Speed Lean Angle Compensation
- Front Speed Wheel Select
- Front Wheel Number Of Teeth to Average Axis Breakpoints
- Front Wheel Speed Sample Rate
- Front Wheel Speed Units
- Front Wheels Dynamic Measurement Change Speed
- Front Wheels Number of Teeth
- Front Wheels Number of Teeth to Average
- Front Wheels Outside Diameter A
- Front Wheels Outside Diameter B

- FRP Decimal Places
- FRP Fault Detection Starting Mask Time
- FRP Units
- FT Decimal Places
- FT Units
- Fuel and Ignition Correction for Manifold Absolute Pressure Breakpoints
- Fuel Consumption Clear Switch Debounce Samples
- Fuel Consumption Clear Switch Delay Time
- Fuel Consumption Clear Switch Sample Rate
- Fuel Consumption Fuel Pressure Multiplier
- Fuel Consumption Scaling
- Fuel Correction for Air Temperature Breakpoints
- Fuel Correction for Ambient Air Temperature Breakpoints
- Fuel Counter Pulse Interval
- Fuel Counter Sample Rate
- Fuel Map Throttle Multimap Breakpoints
- Fuel Multiplier
- Fuel Multiplier
- Fuel Pressue Zero Target
- Fuel Pressure Failure Time
- Fuel Pressure Multiplier
- Fuel Pressure Recovery Time
- Fuel Pressure Sample Rate
- Fuel Pressure Sensor Curve
- Fuel Pressure Sensor Type
- Fuel Pressure Software Filter
- Fuel Pump Valve Battery Adder
- Fuel Pump Valve Engine Speed Breakpoint Size
- Fuel Pump Valve Engine Speed Breakpoints
- Fuel Pump Valve Minimum On Angle
- Fuel Rail Pressure Breakpoint Size
- Fuel Rail Pressure Breakpoints
- Fuel Rail Pressure Difference Threshold
- Fuel Rail Pressure Difference Time
- Fuel Rail Pressure Noise Decrement Rate
- Fuel Rail Pressure Noise Threshold
- Fuel Rail Pressure One Sensor Curve
- Fuel Rail Pressure One Sensor Type
- Fuel Rail Pressure One Zero Target
- Fuel Rail Pressure Two Sensor Curve
- Fuel Rail Pressure Two Sensor Type
- Fuel Rail Pressure Two Zero Target
- Fuel Temperature Failure Time

- Fuel Temperature Multiplier
- Fuel Temperature Recovery Time
- Fuel Temperature Sample Rate
- Fuel Temperature Sensor Curve
- Fuel Temperature Sensor Type
- Fuel Temperature Software Filter
- Fuel Temperature Zero Target
- Full Power Retry Time
- Full Step_Slew Period
- Full Step_Start Stop Period
- Full Throttle Timer Throttle Angle Threshold
- Function Select
- Function Select
- Function Select
- Function Select
- Function Select
- Function Select
- Gate Angle
- Gate Angle
- Gate Angle
- Gate Angle
- Gate Angle
- Gate Angle
- Gate Angle
- Gate Angle
- Gate Phase
- Gate Phase
- Gate Phase
- Gate Phase

- Gate Phase
- Gate Phase
- Gate Phase
- Gate Phase
- GBT Decimal Places
- GBT Units
- GCU Link Fail Time
- Gear Box Temperature Sample Rate
- Gear Box Temperature Sensor Curve
- Gear Box Temperature Sensor Type
- Gear Box Temperature Software Filter
- Gear Box Temperature Zero Target
- Gear Change Debounce
- Gear Change Downshift Load Cell Threshold
- Gear Change Lamp One Day Duty

- Gear Change Lamp One Hysteresis
- Gear Change Lamp One Night Duty
- Gear Change Lamp One PWM Frequency
- Gear Change Lamp One Rev Limit Enable
- Gear Change Lamp One Service Time
- Gear Change Lamp One Turn On Speed
- Gear Change Lamp Two Day Duty
- Gear Change Lamp Two Hysteresis
- Gear Change Lamp Two Night Duty
- Gear Change Lamp Two PWM Frequency
- Gear Change Lamp Two Service Time
- Gear Change Lamp Two Turn On Speed
- Gear Change Load Cell Inversion
- Gear Change Mask Enable
- Gear Change Mask Offset Time
- Gear Change One-Shot
- Gear Change Time
- Gear Change Upshift Load Cell Threshold
- Gear Change Wastegate Control Duty
- Gear Change Wastegate Control Duty
- Gear Change Wastegate Control Time
- Gear Change Wastegate Control Time
- Gear Cut Abort Time
- Gear Cut Load Cell Sample Rate
- Gear Cut Load Cell Sensor Curve
- Gear Cut Load Cell Sensor Type
- Gear Cut Load Cell Software Filter
- Gear Cut Load Cell Zero Target
- Gear Cut Time Engine Speed Axis Breakpoints
- Gear Cut Time Engine Speed Axis Size
- Gear Delta Offset
- Gear DownShift Debounce Samples
- Gear Group 1 Fly-by-Wire Throttle Blip Demand
- Gear Group 2 Fly-by-Wire Throttle Blip Demand
- Gear Position Definitions
- Gear Position Sample Rate
- Gear Position Sensor Curve
- Gear Position Sensor Type
- Gear Position Software Filter
- Gear Position Thresholds
- Gear Position Thresholds
- Gear Position Torque Multiplier
- Gear Position Zero Target
- Gear Pot Fail Time

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- Gear Pot Maximum Voltage
- Gear Pot Minimum Voltage
- Gear Ratios
- Gear Threshold Type
- Gear UpShift Debounce Samples
- Gear Upshift Fuel Multiplier
- Gear Upshift Ignition Advance Rate
- Gear Upshift Ignition Cut
- Gear Upshift Ignition Retard
- Gear Upshift Rev Limit Mask Time
- Gear Upshift Throttle Threshold
- Gear Upshift Torque Reduction
- Gear Upshift Torque Reduction Mode
- Global Fuel Multiplier
- Global Ignition Adder
- Global Wastegate Control Valve Duty Correction
- Goal Slip Gear Correction
- Goal Slip Gear Multiplier
- Goal Slip Lap Distance Multiplier
- Goal Slip Lap Distance Multiplier Breakpoint Size
- Goal Slip Lap Distance Multiplier Breakpoints
- Goal Slip User Correction
- Goal Slip User Multiplier
- GPS Beacon Entry Method
- GPS Beacon Radius
- GPS Beacon Switch Debounce Samples
- Group Zeroing Triggers
- Gyro Sample Rate
- Gyro Sensor Curve

- Gyro Sensor Type
- Gyro Software Filter
- Gyro Zero Target
- Half Bridge and PWM Temperature Error Time
- Half Bridge and PWM Temperature Maximum Threshold
- Half Bridge and PWM Temperature Zero Target
- Half Step_Slew Period
- Half Step_Start Stop Period
- Heat Soak Restart Time
- Heat Soak Run On Time
- High Engine Oil Temperature Alarm Threshold
- High FRP Error Indication Threshold
- High FRP Error Indication Threshold Time
- High FRP Warning Indication Threshold Target Multiplier
- High FRP Warning Indication Threshold Time
- High Pressure Fuel Pump Mode

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- High Water Temperature Alarm Threshold
- Hot-Stop Error Threshold
- Idle Ignition Adder (Negative Error)
- Idle Ignition Adder (Positive Error)
- Idle Learning Enable Time
- Idle Learning Engine Speed Window
- Idle Learning Integrator Target
- Idle Learning Maximum Correction
- Idle Learning Minimum Correction
- Idle Learning Update Rate
- Idle Learning Water Temperature Disable
- Idle Learning Water Temperature Enable
- Ign Retard
- IGN1 Analog Alternate Function Select
- IGN2 Analog Alternate Function Select
- IGN3 Analog Alternate Function Select
- IGN4 Analog Alternate Function Select
- IGN5 Analog Alternate Function Select
- IGN6 Analog Alternate Function Select
- IGN7 Analog Alternate Function Select
- IGN8 Analog Alternate Function Select
- Ignition 1 to 8 Channel Usage
- Ignition 9 to 16 Channel Usage
- Ignition Advance Rate
- Ignition Advance Rate
- Ignition Angle in Crank 1
- Ignition Angle in Crank 2
- Ignition Angle in Crank 3
- Ignition Angle in Crank 4
- Ignition Channel Mapping
- Ignition Coil Mode
- Ignition Control Disable f(RPM)
- Ignition Control Disable f(TPS)
- Ignition Control Enable f(RPM)
- Ignition Control Enable f(TPS)
- Ignition Correction for Air Temperature Breakpoints
- Ignition Correction for Wastegate Error
- Ignition Correction for Wastegate Error Breakpoint Size
- Ignition Correction for Wastegate Error Breakpoints
- Ignition Correction Maximum
- Ignition Correction Per Event
- Ignition Correction Source
- Ignition Output Cut (IGCUT)
- Ignition Ramp Back Angle
- Ignition Ramp Back Delay

- Ignition Retard
- Ignition Retard at Limit
- Ignition Retard at Limit Advance Rate
- Ignition Retard at Limit Cell Width
- Ignition Retard at Limit Mode
- Ignition Sync Set (IGSET)
- Ignition System Switching Delay
- Ignition Timing Output (EST)
- Ignition Timing Output (IGTIM)
- Ignore Cam For Phase Engine Speed Threshold
- IMU Communication Timeout
- IMU Roll Offset
- In Gear Voltage Adaption Filter
- In Gear Voltage Average Filter
- In Gear Voltage Max Adaption
- In Gear Voltages
- Inhibit Shifting If Gear Pot Temporarily Fails
- Initial PPS Minimum
- Initial Pump On Time
- INJ1 Analog Alternate Function Select
- INJ2 Analog Alternate Function Select
- INJ3 Analog Alternate Function Select
- INJ4 Analog Alternate Function Select
- INJ5 Analog Alternate Function Select
- INJ6 Analog Alternate Function Select
- INJ7 Analog Alternate Function Select
- INJ8 Analog Alternate Function Select
- INJ9 Analog Alternate Function Select
- INJ10 Analog Alternate Function Select

- INJ11 Analog Alternate Function Select
- INJ12 Analog Alternate Function Select
- Injection Angle Control Method
- Injection Angle Map 1
- Injection Angle Map 2
- Injection Angle Map 3
- Injection Angle Map 4
- Injection Angle Offset
- Injection Angle Offset Ramp-Out Rate Of Change
- Injection Angle Offset Time
- Injection Angle Rate Of Change
- Injection Multiplier
- Injection Start Angle in Crank
- Injector 1 to 4 Channel Usage
- Injector 5 to 12 Channel Usage
- Injector and Ignition Temperature Zero Target
- Injector Bank Split

- Injector Bank Split Rate Of Change
- Injector Duty Error Threshold Bank 0
- Injector Duty Error Threshold Bank 1
- Injector Impedance
- Inlet Cam Timing Target Angle 1
- Inlet Cam Timing Target Angle 2
- Inlet Cam Timing Target Angle 3
- Inlet Cam Timing Target Angle 4
- Integral Gain
- Integral Maximum
- Integral Minimum
- Integral Total Maximum
- Integral Total Minimum
- Integrator Enable Engine Run Time
- Integrator Enable Error
- Integrator Gain (Negative Error)
- Integrator Gain (Positive Error)
- Integrator Maximum
- Integrator Minimum
- Integrator Offset Angle
- Integrator Start Angle
- Integrator Stop Angle
- Integrator Time Constant
- Internal Gear Ratio Thresholds
- Internal Lambda One Sensor Curve
- Internal Lambda One Sensor Type
- Internal Lambda Two Sensor Curve
- Internal Lambda Two Sensor Type
- Interval
- Interval
- Interval
- Interval
- Interval
- Invert Select
- Invert Select
- Invert Select
- Invert Select
- Invert Select
- Invert Select
- Inverted Secondary Fan
- Key-on Atmospheric Pressure Stable Time
- Kill Engine on FRP Sensor Fail
- Kill Engine on High FRP Error
- Kill Engine on Low FRP Error
- Knock Boost Override Enabled
- Knock Boost Override Time

- Knock Feature Enable
- Knock Flatline Detection
- Knock Input Cylinder Scale
- Knock Limit
- Knock Sensor Error Enable RPM Threshold
- Knock Sensor Error Time
- Knock Sensor Error Voltage Threshold
- Knock Warning Duration
- Knock Warning Level
- Lambda Correction Maximum
- Lambda Correction Minimum
- Lambda Four Sample Rate
- Lambda Four Sensor Curve
- Lambda Four Sensor Type
- Lambda Four Software Filter
- Lambda Four Zero Target
- Lambda Heater Duty Maximum
- Lambda Heater Duty Minimum
- Lambda Heater Frequency
- Lambda Heater Rate of Change
- Lambda Heater Service Time
- Lambda Heater Set Point
- Lambda Heater Warmup
- Lambda One Analog Alternate Function
- Lambda One Function Select
- Lambda One Pullup
- Lambda One Sample Rate
- Lambda One Software Filter
- Lambda One Zero Target

- Lambda Sensor Minimum Deviation
- Lambda Target Adjust disable f(RPM)
- Lambda Target Adjust disable f(TPS)
- Lambda Target Adjust enable f(RPM)
- Lambda Target Adjust enable f(TPS)
- Lambda Target Adjustment
- Lambda Target Reduction
- Lambda Three Sample Rate
- Lambda Three Sensor Curve
- Lambda Three Sensor Type
- Lambda Three Software Filter
- Lambda Three Zero Target
- Lambda Two Analog Alternate Function
- Lambda Two Function Select
- Lambda Two Pullup
- Lambda Two Sample Rate

- Lambda Two Software Filter
- Lambda Two Zero Target
- LAMIDENT1_Zero_Target
- LAMIDENT2_Zero_Target
- Lap Beacon Mask Time
- Lap Beacon Source
- Lap Distance Source
- Lap Distance Torque Multiplier
- Lateral Accelerometer Sample Rate
- Lateral Accelerometer Sensor Curve
- Lateral Accelerometer Sensor Type
- Lateral Accelerometer Software Filter
- Lateral Accelerometer Zero Target
- Latitude Origin
- Latitude Scaling
- Lean Angle Breakpoints
- Lean Angle Breakpoints
- Lean Angle Breakpoints Size
- Lean Angle Breakpoints Size
- Lean Angle Compensation Breakpoints
- Lean Angle From filtered Vert Accel
- Lean Angle Primary Source
- Lean Angle Torque Multiplier
- Left Blue Status LED
- Left Red/Green Status LED
- Left Upper Blue Status LED
- Left Yellow Status LED
- Limp Home Boost Limit
- Limp Home Boost Threshold

- Limp Home Engine Speed Limit
- Limp Home Mode Oil Temperature Strategy Enable
- Limp Home Mode Water Temperature Strategy Enable
- Limp Home Over-boost Time
- Link Fail Time
- Link Fail Time
- Link Fail Time
- Link Fail Time
- Load Breakpoint Size
- Load Breakpoints
- Load Timer Engine Speed Threshold
- Load Timer Throttle Angle Threshold
- Log Book Distance Source
- Logging Enable With ALS Switch
- Logging Max Time Per Session
- Logging Start Car Speed
- Logging Start Engine Speed

Logging Switch Sample Rate
Logical Teeth on Crankshaft Wheel
Longitude Origin
Longitude Scaling
Longitudinal Accelerometer Sample Rate
Longitudinal Accelerometer Sensor Curve
Longitudinal Accelerometer Sensor Type
Longitudinal Accelerometer Software Filter
Longitudinal Accelerometer Zero Target
Low Battery Filter Time
Low Battery Sample Rate
Low Battery Threshold
Low Engine Oil Pressure Alarm Threshold
Low FRP Error Indication Threshold Target Multiplier
Low FRP Error Indication Threshold Time
Low FRP Warning Indication Threshold Target Multiplier
Low FRP Warning Indication Threshold Time
Low Fuel Pressure Alarm Threshold
Low Impedance Hold Time
Low Impedance INJ Hold Current
Low Impedance INJ Peak Current
Low Impedance Peak Sustain Enable
Low Impedance Peak Timeout
Low Oil Pressure Engine Cut Enable
Low Oil Pressure Engine Cut Oil Pressure Switch Check
Low Oil Pressure Engine Cut Refire Speed
Low Oil Pressure Engine Cut Refire Threshold
Low Oil Pressure Engine Cut Refire Timer
Low Oil Pressure Engine Cut Speed

Low Oil Pressure Engine Cut Threshold
Low Oil Pressure Engine Cut Timer
Low Oil Pressure Engine Restart Time
Low Oil Pressure Engine Speed Breakpoint Size
Low Oil Pressure Engine Speed Breakpoints
Main Cut Fuel Multiplier
Main Cut Fuel Multiplier
Main Cut Fuel Multiplier
Main Cut Fuel Multiplier
Main Cut Ignition Advance Rate
Main Cut Ignition Advance Rate
Main Cut Ignition Advance Rate
Main Cut Ignition Advance Rate
Main Cut Ignition Gear Adder
Main Cut Ignition Gear Adder
Main Cut Ignition Map

Main Cut Ignition Map
Main Cut Ignition Retard
Main Cut Ignition Retard
Main Cut Mode
Main Cut Mode
Main Cut Mode
Main Cut Mode
Main Cut Severity
Main Cut Severity
Main Cut Severity
Main Cut Severity
Manifold Absolute Pressure Failure Time
Manifold Absolute Pressure Recovery Time
Manifold Absolute Pressure Sample Rate
Manifold Absolute Pressure Sensor Curve
Manifold Absolute Pressure Sensor Mode Engine Speed Threshold
Manifold Absolute Pressure Sensor Type
Manifold Absolute Pressure Software Filter
Manifold Absolute Pressure Two Sample Rate
Manifold Absolute Pressure Two Sensor Curve
Manifold Absolute Pressure Two Sensor Type
Manifold Absolute Pressure Two Software Filter
Manifold Absolute Pressure Two Zero Target
Manifold Absolute Pressure Zero Target
Manual Change Closed Loop Main Cut Max Time
Manual Change Closed Loop Main Cut Max Time
Manual Change Closed Loop Main Cut Max Time
Manual Change Closed Loop Main Cut Max Time
Manual Change Cut Time
Manual Change Open Loop Main Cut Max Time

Manual Change Open Loop Main Cut Max Time
Manual Change Open Loop Main Cut Max Time
Manual Change Open Loop Main Cut Max Time
Manual Clutch Pressure Threshold
Manual DownShift Blip Extend Time
Manual From Paddle Minimum On Time
Manual Shift Actuation From Paddle
Manually Entered GPS Beacon Coords
MAP Decimal Places
MAP Units
MAP2 Decimal Places
MAP2 Units
Mask Time
Mask Time After Gear Cut Abort
Mass Air Flow Frequency Sensor Breakpoints
Mass Air Flow Frequency Sensor Breakpoints Size

- Mass Air Flow Frequency Sensor Default
- Mass Air Flow Frequency Sensor Failure Time
- Mass Air Flow Frequency Sensor Linearisation Curve
- Mass Air Flow Frequency Sensor Maximum Frequency
- Mass Air Flow Frequency Sensor Maximum Period
- Mass Air Flow Frequency Sensor Maximum Scaled
- Mass Air Flow Frequency Sensor Minimum Frequency
- Mass Air Flow Frequency Sensor Minimum Scaled
- Mass Air Flow Frequency Sensor Pulses Per Sample
- Mass Air Flow Frequency Sensor Recovery Time
- Mass Air Flow Frequency Sensor Service Time
- Mass Air Flow Sample Rate
- Mass Air Flow Sensor Curve
- Mass Air Flow Sensor Type
- Mass Air Flow Software Filter
- Mass Air Flow Zero Target
- Max Car Speed for Downshift to RN
- Max Gearbox Temp For Shifting
- Max RPM Latch Threshold
- Max TPS For DownShift
- Maximum Air Charge Temperature
- Maximum Ambient Air Temperature
- Maximum Barometric Atmospheric Pressure
- Maximum Bleed RPM
- Maximum Bleed Time
- Maximum Bleed TPS
- Maximum Blipper Pressure
- Maximum Calibration Pot Voltage
- Maximum Car Speed For Forced Downshifts
- Maximum Clutch Disengage Timeouts
- Maximum Clutch Displacement
- Maximum Clutch Pressure
- Maximum Crank Case Pressure
- Maximum DC Motor Feedback 1
- Maximum DC Motor Feedback 2
- Maximum DC Motor Feedback 3
- Maximum Downshift Pressure
- Maximum Duty
- Maximum Dyno Slew Pot A
- Maximum Dyno Slew Pot B
- Maximum Dyno Slew Pot C
- Maximum Engine Coolant Temperature
- Maximum Engine Coolant Temperature In
- Maximum Engine Id One Voltage
- Maximum Engine Id Two Voltage
- Maximum Engine Oil Pressure

- Maximum Engine Oil Pressure Scavenge
- Maximum Engine Oil Temperature
- Maximum Engine Oil Temperature In
- Maximum Engine Speed
- Maximum Engine Speed For Forced Downshifts
- Maximum Exhaust Temperature
- Maximum Failures
- Maximum Front Brake Pressure
- Maximum Front Brake Temperature
- Maximum Front Damper Displacement
- Maximum Front Diff Temperature
- Maximum Front Right Brake Pressure
- Maximum Front Right Damper
- Maximum Fuel Pressure
- Maximum Fuel Rail Pressure One
- Maximum Fuel Rail Pressure Two
- Maximum Fuel Temperature
- Maximum Gear Box Temperature
- Maximum Gyro
- Maximum Ignition Angle
- Maximum Integrator - PRP (Negative Error)
- Maximum Integrator - PRP (Positive Error)
- Maximum Integrator (Negative Error)
- Maximum Integrator (Positive Error)
- Maximum Key-on Atmospheric Pressure
- Maximum Key-on Atmospheric Pressure Deviation
- Maximum Lateral Acceleration
- Maximum Longitudinal Acceleration
- Maximum Manifold Absolute Pressure

- Maximum Mode Switch Voltage
- Maximum Multiplexed Analog Input One
- Maximum Multiplexed Analog Input Two
- Maximum Multiplexed Digital Input One
- Maximum Multiplexed Digital Input Two
- Maximum Post Compressor Pressure
- Maximum Post Restricter Pressure
- Maximum PPS Difference
- Maximum PPS1 Position
- Maximum PPS1 Voltage
- Maximum PPS2 Position
- Maximum PPS2 Voltage
- Maximum Pump Current
- Maximum Rate of Change of Turbine Speed
- Maximum Rear Brake Pressure
- Maximum Rear Brake Temperature

- Maximum Rear Damper Displacement
- Maximum Rear Diff Temperature
- Maximum Rear Right Brake Pressure
- Maximum Rear Right Damper Displacement
- Maximum Rev Limit f(ECT)
- Maximum Rev Limit f(EOT)
- Maximum RPM After Downshift
- Maximum RPM Before Downshift
- Maximum Spare Pressure One
- Maximum Spare Pressure Two
- Maximum Spare Temperature One
- Maximum Spare Temperature Two
- Maximum Stacked Downshifts
- Maximum Stacked Upshifts
- Maximum Steering Angle
- Maximum Strain Gauge Torque
- Maximum System Pressure
- Maximum System Pressure Voltage
- Maximum Throttle Angle
- Maximum Throttle Position
- Maximum Throttle Voltage
- Maximum TPS Difference
- Maximum TPSA2 Position
- Maximum TPSA2 Voltage
- Maximum TPSB1 Position
- Maximum TPSB1 Voltage
- Maximum TPSB2 Position
- Maximum TPSB2 Voltage
- Maximum Upshift Pressure
- Maximum Vertical Acceleration

- Maximum Warmup Time
- Maximum Wastegate Pressure
- Maximum Water Pressure
- Megane ESP for CAL Pot
- MIL Actions
- MIL On Duty
- MIL Output Frequency
- Min Pressure For Semi Auto Shifting
- Min Time Between Shifts
- Min Time to Input Stacked Shifts
- Min TPS For Gear Cut Based DownShifts
- Min TPS For Upshift
- Minimum
- Minimum
- Minimum
- Minimum
- Minimum

- Minimum Active Time for Trigger Switches
- Minimum Air Charge Temperature
- Minimum Ambient Air Temperature
- Minimum Barometric Atmospheric Pressure
- Minimum Blipper Pressure
- Minimum Calibration Pot Voltage
- Minimum Clutch Displacement
- Minimum Clutch Pressure
- Minimum Crank Case Pressure
- Minimum DC Motor Feedback 1
- Minimum DC Motor Feedback 2
- Minimum DC Motor Feedback 3
- Minimum Delta Throttle
- Minimum Downshift Pressure
- Minimum Duty
- Minimum Dyno Slew Pot A
- Minimum Dyno Slew Pot B
- Minimum Dyno Slew Pot C
- Minimum Engine Coolant Temperature
- Minimum Engine Coolant Temperature In
- Minimum Engine Id One Voltage
- Minimum Engine Id Two Voltage
- Minimum Engine Oil Pressure
- Minimum Engine Oil Pressure Scavenge
- Minimum Engine Oil Temperature
- Minimum Engine Oil Temperature In
- Minimum Engine Speed Threshold
- Minimum entry time
- Minimum Exhaust Temperature
- Minimum Fast Start Time

- Minimum Front Brake Pressure
- Minimum Front Brake Temperature
- Minimum Front Damper Displacement
- Minimum Front Diff Temperature
- Minimum Front Right Brake Pressure
- Minimum Front Right Damper
- Minimum Fuel Pressure
- Minimum Fuel Rail Pressure One
- Minimum Fuel Rail Pressure Two
- Minimum Fuel Temperature
- Minimum Gear Box Temperature
- Minimum Gyro
- Minimum Ignition Angle
- Minimum Key-on Atmospheric Pressure

- Minimum Lateral Acceleration
- Minimum Longitudinal Acceleration
- Minimum Manifold Absolute Pressure
- Minimum Manifold Pressure Threshold
- Minimum Mode Switch Voltage
- Minimum Multiplexed Analog Input One
- Minimum Multiplexed Analog Input Two
- Minimum Multiplexed Digital Input One
- Minimum Multiplexed Digital Input Two
- Minimum Post Compressor Pressure
- Minimum Post Restricter Pressure
- Minimum PPS1 Position
- Minimum PPS1 Voltage
- Minimum PPS2 Position
- Minimum PPS2 Voltage
- Minimum Pump Current
- Minimum Rear Brake Pressure
- Minimum Rear Brake Temperature
- Minimum Rear Damper Displacement
- Minimum Rear Diff Temperature
- Minimum Rear Right Brake Pressure
- Minimum Rear Right Damper Displacement
- Minimum RPM Before Upshift
- Minimum RPM for Cut
- Minimum RPM Pump Enable
- Minimum Sensor Speed
- Minimum Spare Pressure One
- Minimum Spare Pressure Two
- Minimum Spare Temperature One
- Minimum Spare Temperature Two

- Minimum Lateral Acceleration
- Minimum Longitudinal Acceleration
- Minimum Manifold Absolute Pressure
- Minimum Manifold Pressure Threshold
- Minimum Mode Switch Voltage
- Minimum Multiplexed Analog Input One
- Minimum Multiplexed Analog Input Two
- Minimum Multiplexed Digital Input One
- Minimum Multiplexed Digital Input Two
- Minimum Post Compressor Pressure
- Minimum Post Restricter Pressure
- Minimum PPS1 Position
- Minimum PPS1 Voltage
- Minimum PPS2 Position
- Minimum PPS2 Voltage
- Minimum Pump Current

- Minimum Rear Brake Pressure
- Minimum Rear Brake Temperature
- Minimum Rear Damper Displacement
- Minimum Rear Diff Temperature
- Minimum Rear Right Brake Pressure
- Minimum Rear Right Damper Displacement
- Minimum RPM Before Upshift
- Minimum RPM for Cut
- Minimum RPM Pump Enable
- Minimum Sensor Speed
- Minimum Spare Pressure One
- Minimum Spare Pressure Two
- Minimum Spare Temperature One
- Minimum Spare Temperature Two
- Minimum Spark Time
- Minimum Steering Angle
- Minimum Strain Gauge Torque
- Minimum System Pressure
- Minimum System Pressure Voltage
- Minimum Throttle Position
- Minimum Throttle Voltage
- Minimum TPS for Cut
- Minimum TPSA2 Position
- Minimum TPSA2 Voltage
- Minimum TPSB1 Position
- Minimum TPSB1 Voltage
- Minimum TPSB2 Position
- Minimum TPSB2 Voltage
- Minimum Upshift Pressure
- Minimum Vehicle Speed for Distance Multiplier
- Minimum Vertical Acceleration
- Minimum Wastegate Pressure
- Minimum Water Pressure
- Miscellaneous Alarm Five Display Text
- Miscellaneous Alarm Five Engine Speed Qualifer
- Miscellaneous Alarm Five Glitch Time
- Miscellaneous Alarm Five Input Channel
- Miscellaneous Alarm Five Self Cancel Time
- Miscellaneous Alarm Five Threshold
- Miscellaneous Alarm Five Threshold Adjustment
- Miscellaneous Alarm Five Threshold Condition
- Miscellaneous Alarm Five Vehicle Speed Qualifer
- Miscellaneous Alarm Four Display Text
- Miscellaneous Alarm Four Engine Speed Qualifer
- Miscellaneous Alarm Four Glitch Time
- Miscellaneous Alarm Four Input Channel

Miscellaneous Alarm Four Self Cancel Time
Miscellaneous Alarm Four Threshold
Miscellaneous Alarm Four Threshold Adjustment
Miscellaneous Alarm Four Threshold Condition
Miscellaneous Alarm Four Vehicle Speed Qualifer
Miscellaneous Alarm Three Display Text
Miscellaneous Alarm Three Engine Speed Qualifer
Miscellaneous Alarm Three Glitch Time
Miscellaneous Alarm Three Input Channel
Miscellaneous Alarm Three Self Cancel Time
Miscellaneous Alarm Three Threshold
Miscellaneous Alarm Three Threshold Adjustment
Miscellaneous Alarm Three Threshold Condition
Miscellaneous Alarm Three Vehicle Speed Qualifer
Miscellaneous Alarm Two Display Text
Miscellaneous Alarm Two Engine Speed Qualifer
Miscellaneous Alarm Two Glitch Time
Miscellaneous Alarm Two Input Channel
Miscellaneous Alarm Two Self Cancel Time
Miscellaneous Alarm Two Threshold
Miscellaneous Alarm Two Threshold Adjustment
Miscellaneous Alarm Two Threshold Condition
Miscellaneous Alarm Two Vehicle Speed Qualifer
Missing Teeth on Crankshaft Wheel
Mode
Mode Switch Position Voltages
Mode Switch Sensor Curve
Mode Switch Sensor Type
Mode Switch Service Time
Mode Switch Software Filter

Moving Speed Threshold
Multiplexed Analog Channel Zero Target
Multiplexed Analog Input One Zero Target
Multiplexed Analog Input Two Zero Target
Multiplexed Digital Input One Sample Rate
Multiplexed Digital Input One Sensor Curve
Multiplexed Digital Input One Sensor Type
Multiplexed Digital Input One Service Filter
Multiplexed Digital Input One Zero Target
Multiplexed Digital Input Two Sample Rate
Multiplexed Digital Input Two Sensor Curve
Multiplexed Digital Input Two Sensor Type
Multiplexed Digital Input Two Service Filter
Multiplexed Digital Input Two Zero Target

- MUX CDM Select A (MSB)
- MUX CDM Select B
- MUX CDM Select C (LSB)
- MUXAIN1 Function Select
- MUXAIN2 Function Select
- MUXAIN3 Function Select
- MUXAIN4 Function Select
- MUXAIN5 Function Select
- MUXAIN6 Function Select
- MUXAIN7 Function Select
- MUXAIN8 Function Select
- Neutral Safety Lock Mode
- Neutral Switch Debounce Samples
- Neutral Switch Sample Rate
- Neutral To First Timeout
- Next Gear Factors
- Night Mode Segment Brightness
- N-M Advanced Setup Enable
- NMEA Baud Rate
- No-Clutch Upshift TPS Threshold
- Notification Display Duration
- Notification Display Text
- Notification Sources
- Number ALS Throttle Breakpoints
- Number of Acceleration Ratio Table Entries
- Number of Cylinders
- Number of Pairs
- Number of Pairs
- Number of Pairs
- Number of Pump Lobes

- Number of Samples For Filtered Vertical Accel
- Number of Steps
- Number of Teeth to Average Axis Size
- Number of Wheels
- Odd Fire Cylinder Offsets
- Oil Check Rev Limit Torque Reduction Mode
- Oil Level Check Engine Speed Limit
- Oil Level Check Rev Limit Torque Reduction
- Oil Pressure Switch Debounce Samples
- Oil Pressure Switch Sample Rate
- Oil Temperature Adder
- Omega RX Link Base CAN ID
- Omega RX Timeout Frame 01 (CAN ID 0x75)
- Omega RX Timeout Frame 02 (CAN ID 0x76)
- Omega RX Timeout Frame 03 (CAN ID 0x77)
- Omega RX Timeout Frame 04 (CAN ID 0x78)

- Omega TX Link Base CAN ID
- OMEGA_L2_RST XAP Dash Sensor Zero Trigger Time
- OMEGA_L2_RST XAP Dash Steering Wheel Cut Enable
- OMEGA_L2_RST XAP Dash Steering Wheel Cut Timeout
- Open Loop Engine Speed Switch Point
- Open-Loop Clutch Downshift Timeout
- Out Of Gear Delta Offset
- OUT1 Function Select
- OUT2 Function Select
- OUT3 Function Select
- OUT4 Function Select
- OUT5 Function Select
- Over rev timing TPS threshold
- Overall Transmission Control Mode
- Overrun Fuel Cut Off Cal 1
- Overrun Fuel Cut Off Cal 2
- Overrun Fuel Cut Off Cal 3
- Overrun Fuel Cut Off Cal 4
- Overrun Fuel Reinstate Cal 1
- Overrun Fuel Reinstate Cal 2
- Overrun Fuel Reinstate Cal 3
- Overrun Fuel Reinstate Cal 4
- Page Availability
- PalmerSport Torque Reduction Mode
- Pattern Enable
- Pattern Enable
- Pattern Enable
- Pattern Enable
- Pattern Enable
- Pattern Enable

- Pattern Enable
- Pattern Enable
- Pattern Type
- Pattern Type
- Pattern Type
- Pattern Type
- Pattern Type
- Pattern Type
- Pattern Type
- Pattern Type
- PDV Adder
- Pedal Position Sensors Input Select
- Penalty Amount
- Penalty Threshold
- Penalty Time
- PEU Datastream Timeout

Phase Error Checking
Phase Error Checking
Phase Error Checking
Phase Error Checking
Phase Error Checking
Phase Error Checking
Phase Error Checking
Phase Error Checking
Phase of Tooth
Phase of Tooth
Phase of Tooth
Phase of Tooth
Phase of Tooth
Phase of Tooth
Phase of Tooth
Phase of Tooth
Pi Sys Datastream UDBYTE Channel IDs
Pi Sys Datastream UDWORD Channel IDs
Pi Sys Datastream UDWORD Channel Types
PID Integral Reset
Pit Lane Calculated Speed Period
Pit Lane Calculated Speed Scaling
Pit Lane FBW Request at No Cut
Pit Lane Minimum Engine Speed Threshold
Pit Lane PPS to TPS Cal Select
Pit Lane Speed Absolute Ign Angle
Pit Lane Speed Catch Speed
Pit Lane Speed Cut Type
Pit Lane Speed Enable Ignition Correction
Pit Lane Speed Error Axis Breakpoints

Pit Lane Speed Error Breakpoint Size
Pit Lane Speed Filter
Pit Lane Speed Ignition Ramp In Rate
Pit Lane Speed Integral Gain
Pit Lane Speed Integral Maximum
Pit Lane Speed Integral Minimum
Pit Lane Speed Limit
Pit Lane Speed Proportional Gain
Pit Lane Speed Stepped Torque Reduction Ramp In Rate
Pit Lane Speed Stuck Switch Detection Threshold
Pit Lane Speed Switch Initial Value
Pit Lane Speed Switch Latch Enable
Pit Lane Speed Torque Reduction Base
Pit Lane Speed Torque Reduction Maximum
Pit Lane Speed Torque Reduction Minimum
Pit Lane Speed Torque Reduction Mode

Pit Lane Speed Torque Reduction Ramp Out
Pit Lane Speed Torque Reduction Table
Pit Lane Speed Wheel Select
Pit Lane Stepped Control Speed Error Breakpoints
Pit Speed Limiter Switch Debounce Samples
Plenum Pressure Control Activation Threshold
Plenum Pressure Control Deactivation Threshold
Plenum Pressure Control Error Axis Breakpoints
Plenum Pressure Control Integral Maximum
Plenum Pressure Control Integral Minimum
Plenum Pressure Control Integral Term
Plenum Pressure Control Proportional Term
Plenum Pressure Control Sensor Select
POS1_Zero_Target
POS2_Zero_Target
Position Feedback Sample Rate
Position Feedback Sensor Curve
Position Feedback Sensor Type
Position Feedback Software Filter
Position Feedback Two Sample Rate
Position Feedback Two Sensor Curve
Position Feedback Two Sensor Type
Position Feedback Two Software Filter
Post Compressor Pressure Sample Rate
Post Compressor Pressure Sensor Curve
Post Compressor Pressure Sensor Type
Post Compressor Pressure Software Filter
Post Compressor Pressure Zero Target
Post Restricter Pressure Failure Time
Post Restricter Pressure Recovery Time

Post Restricter Pressure Sample Rate
Post Restricter Pressure Sensor Curve
Post Restricter Pressure Sensor Type
Post Restricter Pressure Software Filter
Post Restrictor Pressure Zero Target
Power Supply 1 Setup (CN1 33/55)
Power Supply 2 Setup (CN1 15/16)
Power Supply Fail Time
Power Supply Recover Time
PPS Error Decrement Rate
PPS Failure Time
PPS Noise Threshold
PPS to TPS Demand Mapping Cal 1
PPS to TPS Demand Mapping Cal 2
PPS to TPS Demand Mapping Cal 3
PPS to TPS Demand Mapping Cal 4

SQ6M Exploring Parameters: Cosworth Pectel CalTool 3.6:

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- PPS1 Failure Time
- PPS1 Position 1
- PPS1 Position 2
- PPS1 Sensor Curve
- PPS1 Sensor Type
- PPS1 Voltage 1
- PPS1 Voltage 2
- PPS1_Zero_Target
- PPS2 Digital Input Averaging
- PPS2 Failure Time
- PPS2 Position 1
- PPS2 Position 2
- PPS2 Sensor Curve
- PPS2 Sensor Type
- PPS2 Voltage 1
- PPS2 Voltage 2
- PPS2_Zero_Target
- Predefined Cut Cycle Count Breakpoint Size
- Predefined Cut Enable
- Predefined Cylinder Cut Sequence Reset
- Predefined Cylinder Pattern Cut Map
- Predefined Level Dither Enable
- Predefined Specific Cylinder Cut Map
- Preliminary Injection
- Pressure Alarm Five Display Text
- Pressure Alarm Five Engine Speed Qualifer
- Pressure Alarm Five Glitch Time
- Pressure Alarm Five Input Channel
- Pressure Alarm Five Self Cancel Time
- Pressure Alarm Five Threshold
- Pressure Alarm Five Threshold Adjustment
- Pressure Alarm Five Threshold Condition
- Pressure Alarm Five Vehicle Speed Qualifer
- Pressure Alarm Four Display Text
- Pressure Alarm Four Engine Speed Qualifer
- Pressure Alarm Four Glitch Time
- Pressure Alarm Four Input Channel
- Pressure Alarm Four Self Cancel Time
- Pressure Alarm Four Threshold
- Pressure Alarm Four Threshold Adjustment
- Pressure Alarm Four Threshold Condition
- Pressure Alarm Four Vehicle Speed Qualifer
- Pressure Alarm One Display Text
- Pressure Alarm One Engine Speed Qualifer
- Pressure Alarm One Glitch Time
- Pressure Alarm One Input Channel

- Pressure Alarm One Self Cancel Time
- Pressure Alarm One Threshold
- Pressure Alarm One Threshold Adjustment
- Pressure Alarm One Threshold Condition
- Pressure Alarm One Vehicle Speed Qualifer
- Pressure Alarm Three Display Text
- Pressure Alarm Three Engine Speed Qualifer
- Pressure Alarm Three Glitch Time
- Pressure Alarm Three Input Channel
- Pressure Alarm Three Self Cancel Time
- Pressure Alarm Three Threshold
- Pressure Alarm Three Threshold Adjustment
- Pressure Alarm Three Threshold Condition
- Pressure Alarm Three Vehicle Speed Qualifer
- Pressure Alarm Two Display Text
- Pressure Alarm Two Engine Speed Qualifer
- Pressure Alarm Two Glitch Time
- Pressure Alarm Two Input Channel
- Pressure Alarm Two Self Cancel Time
- Pressure Alarm Two Threshold
- Pressure Alarm Two Threshold Adjustment
- Pressure Alarm Two Threshold Condition
- Pressure Alarm Two Vehicle Speed Qualifer
- Pressure Breakpoint Size
- Pressure Breakpoint Size
- Pressure Breakpoint Size
- Pressure Breakpoint Size
- Pressure Breakpoint Size
- Pressure Breakpoint Size
- Pressure Breakpoints

- Pressure Breakpoints
- Pressure Breakpoints
- Pressure Breakpoints
- Pressure Breakpoints
- Pressure Breakpoints
- Pressure Control Closed Loop Enable
- Pressure Control Enable
- Primary Bank Switch Off Time
- Primary Fan Run On
- Primary Fan Service Time
- Primary Fan Turn Off f(ECT)
- Primary Fan Turn On f(ECT)
- Prime Pump On Start Up Enable
- Proportional Gain
- Proportional Gain (Negative Error)
- Proportional Gain (Positive Error)
- PRP Decimal Places

PRP Units
Pulse Count Comparison
Pulse Count Comparison
Pulse Count Comparison
Pulse Count Comparison
Pulse Count Comparison
Pulse Count Comparison
Pulse Count Comparison
Pulse Count Comparison
Pulse Count Per Revolution
Pulses in Counted Pattern
Pulses in Counted Pattern
Pulses in Counted Pattern
Pulses in Counted Pattern
Pulses in Counted Pattern
Pulses in Counted Pattern
Pulses in Counted Pattern
Pulses in Counted Pattern
Pump Current Sample Rate
Pump Current Sensor Curve
Pump Current Sensor Type
Pump Current Service Filter
Pump Current Zero Target
Pump Failure Offtime
Pump Failure Ontime
Pump Lobe TDC Angles
Pump Max Ontime
Pump Off Pressure
Pump On Min Voltage
Pump On Pressure

Pump Restart Time
Pump Run On Time
Pump Valve Frequency
Pump Valve Initial PWM Value
Pump Valve Rise Rate
Push to Pass Calibration
Push to Pass Debounce Samples
Push to Pass Disable Time After Each Press
Push to Pass Engine Speed Threshold Offset
Push to Pass Maximum Enable Count
Push to Pass Maximum Enable Time
Push to Pass Maximum On Time Per Press
Push to Pass Minimum On Time Per Press
Push to Pass Minimum Reset Time Before Reload
Push to Pass RPM Qualified Timer
Push to Pass Switch Sample Rate

PWM1 Function Select
PWM1 Invert Select
PWM2 Function Select
PWM2 Invert Select
PWM3 Function Select
PWM3 Invert Select
PWM4 Function Select
PWM4 Invert Select
PWM5 Function Select
PWM5 Invert Select
PWM6 Function Select
PWM6 Invert Select
PWM7 Function Select
PWM7 Invert Select
PWM8 Function Select
PWM8 Invert Select
PWM9 Function Select
PWM9 Invert Select
PWM10 Function Select
PWM10 Invert Select
PWM11 Function Select
PWM11 Invert Select
PWM12 Function Select
PWM12 Invert Select
PWM13 Function Select
PWM13 Invert Select
PWM14 Function Select
PWM14 Invert Select
PWM21 Function Select
PWM21 Invert Select

PWM22 Function Select
PWM22 Invert Select
PWM23 Function Select
PWM23 Invert Select
PWM24 Function Select
PWM24 Invert Select
PWM25 Function Select
PWM25 Invert Select
PWM26 Function Select
PWM26 Invert Select
PWM27 Function Select
PWM27 Invert Select
PWM28 Function Select
PWM28 Invert Select
PWM29 Function Select
PWM29 Invert Select

PWM30 Function Select
PWM30 Invert Select
PWM31 Function Select
PWM31 Invert Select
PWM32 Function Select
PWM32 Invert Select
PWM33 Function Select
PWM33 Invert Select
PWM34 Function Select
PWM34 Invert Select
PWM35 Function Select
PWM35 Invert Select
PWM36 Function Select
PWM36 Invert Select
PWM37 Function Select
PWM37 Motor Direction Select
PWM40 Function Select
PWM40 Motor Direction Select
PWM41 Function Select
PWM41 Motor Direction Select
PWM42 Function Select
PWM42 Motor Direction Select
Rain Light Flash Off Time
Rain Light Flash On Time
Rain Light Service Time
Rain Light Switch Debounce Samples
Rain Light Switch Latch Enable
Rain Light Switch Sample Rate
Rain Light_Stall Warning Active Time
Rain Light_Stall Warning Enable

Rain Light_Stall Warning Flash Rate
Ramp In Ignition Advance Rates
Ramp In Stage One Fuel Multiplier
Ramp In Stage One Fuel Multiplier
Ramp In Stage One Fuel Multiplier
Ramp In Stage One Fuel Multiplier
Ramp In Stage One Ignition Advance Rate
Ramp In Stage One Ignition Advance Rate
Ramp In Stage One Ignition Advance Rate
Ramp In Stage One Ignition Advance Rate
Ramp In Stage One Ignition Retard
Ramp In Stage One Ignition Retard
Ramp In Stage One Ignition Retard
Ramp In Stage One Ignition Retard

Ramp In Stage One Mode
Ramp In Stage One Mode
Ramp In Stage One Mode
Ramp In Stage One Mode
Ramp In Stage One Severity
Ramp In Stage One Severity
Ramp In Stage One Severity
Ramp In Stage One Severity
Ramp In Stage One Time
Ramp In Stage One Time
Ramp In Stage One Time
Ramp In Stage One Time
Ramp In Stage Two Fuel Multiplier
Ramp In Stage Two Fuel Multiplier
Ramp In Stage Two Fuel Multiplier
Ramp In Stage Two Fuel Multiplier
Ramp In Stage Two Ignition Advance Rate
Ramp In Stage Two Ignition Advance Rate
Ramp In Stage Two Ignition Advance Rate
Ramp In Stage Two Ignition Advance Rate
Ramp In Stage Two Ignition Retard
Ramp In Stage Two Ignition Retard
Ramp In Stage Two Ignition Retard
Ramp In Stage Two Ignition Retard
Ramp In Stage Two Mode
Ramp In Stage Two Mode
Ramp In Stage Two Mode
Ramp In Stage Two Mode
Ramp In Stage Two Severity
Ramp In Stage Two Severity

Ramp In Stage Two Severity
Ramp In Stage Two Severity
Ramp In Stage Two Time
Ramp In Stage Two Time
Ramp In Stage Two Time
Ramp In Stage Two Time
Ramp Out Stage One Fuel Multiplier
Ramp Out Stage One Fuel Multiplier
Ramp Out Stage One Fuel Multiplier
Ramp Out Stage One Fuel Multiplier
Ramp Out Stage One Ignition Retard
Ramp Out Stage One Ignition Retard
Ramp Out Stage One Ignition Retard
Ramp Out Stage One Ignition Retard

Ramp Out Stage One Mode
Ramp Out Stage One Mode
Ramp Out Stage One Mode
Ramp Out Stage One Mode
Ramp Out Stage One Severity
Ramp Out Stage One Severity
Ramp Out Stage One Severity
Ramp Out Stage One Severity
Ramp Out Stage One Time
Ramp Out Stage One Time
Ramp Out Stage One Time
Ramp Out Stage One Time
Ramp Out Stage Two Fuel Multiplier
Ramp Out Stage Two Fuel Multiplier
Ramp Out Stage Two Fuel Multiplier
Ramp Out Stage Two Fuel Multiplier
Ramp Out Stage Two Ignition Retard
Ramp Out Stage Two Ignition Retard
Ramp Out Stage Two Ignition Retard
Ramp Out Stage Two Ignition Retard
Ramp Out Stage Two Mode
Ramp Out Stage Two Mode
Ramp Out Stage Two Mode
Ramp Out Stage Two Mode
Ramp Out Stage Two Severity
Ramp Out Stage Two Severity
Ramp Out Stage Two Severity
Ramp Out Stage Two Severity
Ramp Out Stage Two Time
Ramp Out Stage Two Time

Ramp Out Stage Two Time
Ramp Out Stage Two Time
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Rear Brake Pressure Sensor Curve
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- Rear Right Damper Displacement Sensor Curve
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- Rear Right Damper Displacement Units
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- Rear Right Wheel Number Of Teeth to Average Axis Breakpoints
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Restart on Start of Pattern
Restart on Start of Pattern
Restart on Start of Pattern
Restart on Start of Pattern
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Restart on Start of Pattern
Restart on Start of Pattern
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Section Number
Section Number
Section Number
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Section number of current tooth
Section number of current tooth
Section number of current tooth
Section number of current tooth
Section number of current tooth
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Section number of current tooth
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Size
Size
Size
Size

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Spare Pressure Two Sensor Curve
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Spare Pressure Two Software Filter
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Speed Alarm Three Threshold Condition
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- Speed Breakpoint Size
- Speed Breakpoint Size
- Speed Breakpoint Size
- Speed Breakpoint Size
- Speed Breakpoint Size
- Speed Breakpoint Size
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- Speed Breakpoints
- Speed Breakpoints
- Speed Breakpoints
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- Start Line Limit Activate From Calibration Pot
- Start Line Limit Anti Stall Enable
- Start Line Limit Cell Width
- Start Line Limit Debounce Samples
- Start Line Limit Disable Traction Control Strategy
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- Start Line Limit Engine Speed f(BPOT)
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- Start of Pattern
- Start of Pattern
- Start of Pattern
- Start of Pattern
- Start of Pattern
- Start of Pattern
- Start of Pattern
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Stuck Throttle Timer
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Switch Point
Switch Point

Switch Point
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Switch Point
Switch Point Down Shift
Switch Point Hysteresis
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Sync Detect Loss Enable
Sync Detect Loss Enable
Sync Detect Loss Enable
Sync Detect Loss Enable

Sync Detect Loss Enable
Sync Detect Loss Enable
Sync Detect Loss Enable
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Tooth Number of current tooth
Tooth Number of current tooth
Tooth Number of current tooth
Tooth Number of current tooth
Tooth Number of current tooth
Tooth Number of current tooth
Tooth Number of current tooth

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- Upshift Blip TPS Disable Cut Delay
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