

Interface icons and definitions

RPM: The actual speed the engine is running. This is a digital read-out. This number will fluctuate with engine speed.

CRPM: Commanded RPM. The speed the engine is being commanded to run. Although the speed switch (or pot) may be set to a certain speed, temperature of the coolant will determine minimum speed the engine will run. If the engine coolant is at temperature, this icon number should change as the speed switch (or pot) is changed.

MAP: Manifold Absolute Pressure. It is a reference number in “hg. It is reading the pressure in the intake manifold and should change as the load of the engine changes. Although this number will vary from engine to engine, it is important that the value increases as load increases.

TAIR: Temperature of Inlet Air. The air sensor located in the air stream of the throttle body and displays degrees F. This number will default to -40 degrees F when the connector is unplugged from the sensor. It will default to 255 degrees F when the sensor wires are shorted together.

TCOO: Temperature of Engine Coolant. It is measuring the temperature of the coolant and displays in degrees F. This number will default to -40 degrees F when the connector is unplugged from the sensor. It will default to 255 degrees F when the sensor is disconnected and the wires are shorted together.

PW: Injector Pulse Width. This number is displaying the pulse width of the Injector. This number will vary dependant on speed and load of the engine. It is important that the number will increase as the load increases.

PWON: Throttle Pulse Width. This number is measured in microseconds and is the period of on time controlled by the microprocessor.

INT: Integrator. This number shows where the throttle plate is being commanded to run during steady state conditions. It is a reference number. This number increases as the load increases. This number is NOT reading off the throttle plate, but is showing where the throttle plate is being commanded to be.

LLIM: Low Limit. This number is the electronic lower limit of the throttle plate. This number is important to determine if “self-learning” has been performed on the unit. If “self-learning” has been performed correctly, this number will be approximately 14 to 20 counts lower than the INT icon with the engine at idle and minimum load present.

BATT: Battery Voltage. This number represents the battery voltage.

FUEL: LPG or GAS. This shows what type of fuel the unit is running on. It is important that this reading is actually what the unit is running. On dual fuel units, this number should correspond with the fuel selector switch.

IDLE & TMR: These numbers start counting as the unit is in the self-learning mode. The IDLE number will start scrolling when the engine is at idle, coolant temperature is above 161 degrees F and there is minimum load on the engine. The IDLE number will start at 1 and continue to 255 counts, then (dependant on programming) restart, as the same conditions are present. The TMR value increases by one each time the IDLE timer reaches 255. The TMR value can vary from 1-5 depending on application.

FLAG: This number gives the customer the ability to monitor trouble conditions from the laptop. Cross referencing these trouble flags to a chart will give a trouble shooter an easier access than reading a diagnostic light on the instrument panel.

0 = Initializing

1 = System OK

2 = oil pressure fault

3 = overheating engine coolant temperature

4 = optional – (check with application data sheet)

5 = optional – (check with application data sheet)

6 = optional – (check with application data sheet)