Syvecs Parameters – Abbreviations

 If the Units are not what you are used to, right click on the Parameter and Select Change Units

ACT – Air Charge Temp
AIT – Air Intake Temp
ALS – AntiLag Calibration selected
Bap – Barometric Pressure
CalSwitch – Calibration switch position
CCP – Crank Case Pressure
CllEnable – Closed Loop Lambda Enable
CllTarget – Closed Loop Lambda Target Air/Fuel Ratio
Cyl1knock – Raw Knock Value on Cylinder 1
Cyl1knockthresh – Cylinder 1 Knock threshold limit before timing adjustment occurs
Cyl1knockIgnRtd – Cylinder 1 Knock Control retard amount
DrivenSpeed – Driven wheel speed
ECT – Engine Coolant Temp
EGT – Exhaust Gas Temp
Engine Enable – States if any Trips or Limps are present
EOP – Engine Oil Pressure
EOT – Engine Oil Temp
FP – Fuel Pressure
FT – Fuel Temp
Fuelbase – Fuel Amount set from Base fuel table in m/s (not final amount)
Fueldutypri – Injector duty %
Fuelfinalpri – Final fuel amount which goes to injectors after corrections in m/s
FuelMltCll – Correction amount applied to FuelFinal based on Closed loop lambda, 1 is no correction…
Lower than 1 is removing fuel…. Higher is adding
Gear – Gear Position
IgnAddACT – Ignition timing correction applied to final ignition timing value based on Air Charge temp
IgnBase – Ignition timing amount set from Base Ignition timing table in degrees (not final amount)
IgnCharge – Coil Dwell time
IgnfinalPri - Final Ignition timing after corrections in degrees
Lam – Lambda Value
LaunchState – Shows states on launch control strategy
LimpMode – Limp Mode that is present
Map – Manifold Pressure
MapLimitBase – Manifold pressure limit set
N20 Final – Nitrous Final amount applied to solenoid
N20 Switch – Nitrous Switch position
RevCutActive – Shows state on Rev Cut
RevlimitActive – Shows state on Rev limit
RPM – Revs per Minute of engine
SyncFault – States if problem with Crank or Cam sensor on engine
TcSpintarg – Target value of slip allowed on Traction control
TcSwitch – Position of Traction Control Switch
TcTrq – Level of torque reduction being applied to engine from traction control strategy
Tfcsum1 – Amount of Fuel being added from transient fuel strategy
Tps – Throttle Position %
TpsClosed – Throttle State (open/closed)
Vbat – Battery Voltage
VvtIn – Variable Valve timing on Intake
VvtEx – Variable Valve timing on Exhaust
Vehicle Speed - Vehicle Speed (Traction control system uses this against the Driven Speed to work out wheelspin
WgBaseDuty – Wastegate duty amount from wastegate duty table
WgFinalDuty – Wastegate duty final amount after all corrections
WgMapLimit – Maximum desired Manifold pressure from wastegate strategy
WgTargetLimit – Desired Manifold Pressure from wastegate strategy
WheelSpin – Amount of WheelSpin detected by Traction control