

\$32B Datastream	\$6E Datastream
LC761 FDB \$C000 ; 1 PROM ID MSB FDB \$C001 ; 2 PROM ID LSB FDB \$0005 ; 3 Err Flg #1 ; ; Bit 0 = ERR 23 MAT SENSOR LOW ; 1 = ERR 22 TPS LOW ; 2 = ERR 21 TPS HIGH ; 3 = ERR 16 NOT USED ; 4 = ERR 15 COOL SENSOR LOW TEMP. ; 5 = ERR 14 COOL SENSOR HIGH TEMP. ; 6 = ERR 13 O2 SENSOR ; 7 = ERR 12 NO REF PULSES ----- FDB \$0006 ; 4 Err Flg #2 ; ; Bit 0 = ERR 35 NOT USED ; 1 = ERR 34 MAF SENSOR LOW ; 2 = ERR 33 MAF SENSOR HIGH ; 3 = ERR 32 EGR DIAG. ; 4 = ERR 31 NOT USED ; 5 = ERR 26 NOT USED ; 6 = ERR 25 MAT SENSOR HIGH ; 7 = ERR 24 VSS ----- FDB \$0007 ; 5 Err Flg #3 ; ; Bit 0 = ERR 51 PROM ERROR ; 1 = ERR 46 VATS FAILED ; 2 = ERR 45 O2 SENSOR RICH ; 3 = ERR 44 O2 SENSOR LEAN ; 4 = ERR 43 ESC FAILURE ; 5 = ERR 42 EST ERROR ; 6 = ERR 41 CYL SELECT ERROR ; 7 = ERR 36 BURNOFF DIAG. ----- LC76B FDB \$0008 ; 6 Err Flg #4 ; ; Bit 0 = ERR 63 NOT USED ; 1 = ERR 62 NOT USED ; 2 = ERR 61 NOT USED ; 3 = ERR 56 NOT USED ; 4 = ERR 55 NOT USED ; 5 = ERR 54 FUEL PUMP VOLTAGE ; 6 = ERR 53 OVER VOLTAGE ; 7 = ERR 52 CAL PAC MISSING ----- LC76D FDB \$0009 ; 7 Err Flg #5 ; ; Bit 0 = NOT USED ; 1 = NOT USED ; 2 = NOT USED ; 3 = NOT USED ; 4 = NOT USED ; 5 = ERR 66 NOT USED ; 6 = ERR 65 NOT USED ; 7 = ERR 64 NOT USED ----- LC76F FDB \$005D ; 8 COOL DEG LC771 FDB \$005F ; 9 STARTUP COOL DEG C. LC773 FDB \$0081 ; 10 TPS A/D COUNTS LC775 FDB \$0057 ; 11 RPM VAR USED FOR F1 EXTEN LOGIC LC777 FDB \$0095 ; 12 PRESENT MINOR LOOP REF PERIOD FROM ECM LC779 FDB \$0096 ; 13 #12 lsb LC77B FDB \$0065 ; 14 FILTERED MPH VARIABLE (UPPER = MPH FOR DISPLAY) LC77D FDB \$0066 ; 15 #14 lsb ----- LC77F FDB \$008F ; 16 NV RATIO LC781 FDB \$006F ; 17 MINOR LOOP FILTERED VAL OF ADO2A LC783 FDB \$00F1 ; 18 RICH/LEAN CHANGE COUNTER LC785 FDB \$00C6 ; 19 BASE PULSE CLOSED LOOP CORRECTION, SCALED 1 LC787 FDB \$00C0 ; 20 BLM LC789 FDB \$00BF ; 21 BLM CELL (0-7) LC78B FDB \$00C9 ; 22 INT LC78D FDB \$002C ; 23 IAC PRESENT POSITION LC78F FDB \$0101 ; 24 IDLE SPEED STEPS COMMAND, DIRECTION LC791 FDB \$0102 ; 25 DESIRED IDLE SPEED RPM/12.5 LC793 FDB \$0063 ; 26 FILTERED LV8 LC795 FDB \$0064 ; 27 A/D TEST CHANNEL RETURN VAL. LC797 FDB \$0061 ; 28 RAW LV812 12.5 MSEC OLD LC799 FDB \$0060 ; 29 MAT VAL. LC79B FDB \$012B ; 30 MAT A/D VAL. LC79D FDB \$0112 ; 31 EGR DC LC79F FDB \$0113 ; 32 CCP DC VAL = DC COUNTS/16 LC7A1 FDB \$00F4 ; 33 FAN PWM DC LC7A3 FDB \$007E ; 34 BATTERY VOLTAGE A/D COUNTS LC7A5 FDB \$007F ; 35 PPSW VOLTAGE A/D COUNTS LC7A7 FDB \$00EA ; 36 GRAMS PER SEC. DISPLAY VAL. LC7A9 FDB \$00EB ; 37 #36 lsb LC7AB FDB \$00B6 ; 38 UNLIMITED AIRFLOW USED IN ERR 34A & 34B LC7AD FDB \$0115 ; 39 TOTAL SPARK ADV. REL TO TDC (DEG * 256/90) LC7AF FDB \$0116 ; 40 #39 + 1 LC7B1 FDB \$009D ; 41 UNLIMITED SPARK ADV. REL TO REF PULSE (DEG * 256/90) LC7B3 FDB \$009E ; 42 #41 + 1 LC7B5 FDB \$00A1 ; 43 ECM PA3 COUNTER VAL. FROM LAST MINOR LOOP LC7B7 FDB \$00A5 ; 44 KNOCK RETARD LC7B9 FDB \$00D5 ; 45 BPW AT LAST INJECT LC7BB FDB \$00D6 ; 46 #45 lsb LC7BD FDB \$00CE ; 47 TOTAL FUEL/AIR VAL. LC7BF FDB \$00CF ; 48 #47 lsb LC7C1 FDB \$011A ; 49 RUNNING TOTAL OF FUEL DELIVERED, COUNTS LC7C3 FDB \$011B ; 50 #49 lsb LC7C5 FDB \$011E ; 51 RUNNING TOTAL OF DISTANCE TRAVELED, (.0005 MI/BIT) LC7C7 FDB \$001A ; 52 ENGINE RUN TIME, (SEC) LC7C9 FDB \$001B ; 53 lsb LC7CB FDB \$0035 ; 54 MINOR LOOP MODE WORD 2 ; ; Bit 0 = 1= OVERDRIVE ON ; 1 = ERR 14 or 15 THIS STARTUP ; 2 = REF PULSES OCCURRED (6.25 MSEC CHECK) ; 3 = 1= ALDL MODE, 8192 LOCKED IN, & MODE 4 ; 4 = DIAGNOSTIC SWITCH IN DIAGNOSTIC POSITION ; 5 = DIAGNOSTIC SWITCH IN ALDL POSITION ; 6 = HIGH BAT. VOLT. , DISABLE MCU SOLENOID DISCRTS ; 7 = SHIFT LIGHT (1= ON, 0= OFF) ----- LC7CD FDB \$0037 ; 55 MCU INPUT STATUS WORD ; ; Bit 0 = PARK/NEUTRAL MODE ; 1 = NOT IN THIRD GEAR ; 2 = OVERDRIVE REQUEST ; 3 = EXCESSIVE POWER STEER PRES. , CLUTCH ANTICIPTE ; 4 = EGR DIAGNOSTIC SWITCH CLOSED ; 5 = TCC LOCKED ; 6 = FAN REQUEST BIT ; 7 = 0= A/C REQUEST ----- LC7CF FDB \$002E ; 56 FMD BYTE 1 MODE WORD ; ; Bit 0 = PARK/NEUTRAL (0 = DRIVE) ; 1 = 3rd GEAR ; 2 = 4th GEAR ; 3 = POWER STEERING ( 1 = CRAMP) ; 4 = READ BUT NOT USED ; 5 = EGR DIAGNOSTIC ; 6 = FAN REQUEST <=> ACHP (A/C HI PRESSURE) ; 7 =AIR CONDITIONER ( 0 = A/CREQUESTED) ----- LC7D1 FDB \$0034 ; 57 MINOR LOOP Mode Word 1 ; ; Bit 0 = ADVANCE FLAG ( 0= ADV , 1= RTD) ; 1 = CHK ENGINE LIGHT DELAY FLAG ; 2 = INTERRUPT SERVICE EXECUTION EXCEED 6.25 MSEC ; 3 = FAN ON DISABLED BY PID ; 4 = TCC ROAD SPEED 1st PULSE FLAG ; 5 = A/C CLUTCH FLAG ( 0= A/C CLUTCH ON) ; 6 = BYPASS CHECK ENABLE ; 7 = ENGINE RUNNING FLAG ( 1= RUNNING) ----- LC7D3 FDB \$0001 ; 58 NON-VOLATILE Mode Word ; ; Bit 0 = O2 SENSOR READY ; 1 = CLOSED LOOP TIMER TIMED OUT ; 2 = NOT USED ; 3 = IMPROPER SHUTDOWN ; 4 = NOT USED ; 5 = IAC KICKDOWN ENABLED ; 6 = KWARM KICKDOWN ENABLED ; 7 = ERR 42 FAILED ----- LC7D5 FDB \$0004 ; 59 DNEE Mode Word ; ; Bit 0 = OVERDRIVE ON ; 1 = 1st GEAR DIRECT ; 2 = 1st GEAR LOOK-AHEAD OK ; 3 = 4th GEAR ; 4 = 1st GEAR OVERDRIVE ; 5 = DOWNSHIFT/OFF REQUEST ; 6 = UPSHIFT/ON REQUEST ; 7 = OVERDRIVE ACTIVE ----- LC7D7 FDB \$003C ; 60 ALCL Mode Word ; ; Bit 0 = ALDL RESET ; 1 = NOT USED ; 2 = FIELD SERVICE MODE ; 3 = FIRST C/L PASS THRU FIELD SERVICE MODE DONE (1= DONE) ; 4 = FIELD SERVICE, O2 TRANSITION ; 5 = ONE SECOND FLAG (SYMMETRICAL) ; 6 = 200 MSEC TOGGLE BIT FOR 2.5 HZ FSM FLASH RATE ; 7 = PULLUP RESISTOR FOR COOL ----- LC7D9 FDB \$003E ; 61 MAJOR LOOP Mode Word 1 ; ; Bit 0 = 100 MSEC, OLD CCP PURGE ON FLAG (0= OFF) ; 1 = AIR CONTROLLED, 0= AIR DIVERTED ; 2 = AIR SWITCHED TO PORT ; 3 = NOT USED ; 4 = SKIP BURNOFF DUE TO > 17 VOLTS THIS STARTUP ; 5 = D.E. QSEC ; 6 = BURN OFF AIR METER ; 7 = DECEL ENLEANMENT ----- LC7DB FDB \$0046 ; 62 Serial Data Mode Word ; ; Bit 0 = EXPECTING FIRST 160 BAUD INTERRUPT ; 1 = EXPECTING SECOND 160 BAUD INTERRUPT ; 2 = IN 8192 MODE ; 3 = LOCKED IN 8192 MODE ; 4 = NOT USED ; 5 = NOT USED ; 6 = NOT USED ; 7 = NOT USED ----- LC7DD FDB \$0044 ; 63 Flg Word Fuel/Air Mode word ; ; Bit 0 = NOT USED ; 1 = LEARN CONTROL FLAG (1= ENABLE STORE, 0= DISABLE) ; 2 = NOT USED ; 3 = NOT USED ; 4 = VSS FAILURE ; 5 = EECC SLOW O2 RICH/LEAN FLAG ; 6 = RICH/LEAN FLAG (1= RICH , 0= LEAN) ; 7 = CLOSED LOOP FLAG (1= C/L , 0= O/L)	LC66F: FDB \$C000 ; 1, MSB EPROM ID FDB \$C001 ; 2, LSB EPROM ID FDB \$0004 ; 3, ERR WD 1 ; ; b0 = Err 23 MAT SENSOR LOW ; b1 = Err 22 TPS LOW ; b2 = Err 21 TPS HIGH ; b3 = Err 16 not used ; b4 = Err 15 COOL SENSOR LOW TEMP. ; b5 = Err 14 COOL SENSOR HIGH TEMP. ; b6 = Err 13 O2 SENSOR ; b7 = Err 12 NO REF PULSES ----- FDB \$0005 ; 4, ERR WD 2 ; ; b0 = Err 35 not used ; b1 = Err 34 MAF SENSOR LOW ; b2 = Err 33 MAF SENSOR HIGH ; b3 = Err 32 EGR DIAG. ; b4 = Err 31 not used ; b5 = Err 26 not used ; b6 = Err 25 MAT SENSOR HIGH ; b7 = Err 24 VSS ----- FDB \$0006 ; 5, ERR WD 3 ; ; b0 = Err 51 PROM ERROR ; b1 = Err 46 VATS FAILED ; b2 = Err 45 O2 SENSOR RICH ; b3 = Err 44 O2 SENSOR LEAN ; b4 = Err 43 ESC FAILURE ; b5 = Err 42 EST ERROR ; b6 = Err 41 CYL SELECT ERROR ; b7 = Err 36 BURNOFF DIAG ----- FDB \$0007 ; 6, ERR WD 4 ; ; b0 = Err 63 not used ; b1 = Err 62 not used ; b2 = Err 61 not used ; b3 = Err 56 not used ; b4 = Err 55 not used ; b5 = Err 54 FUEL PUMP VOLTAGE ; b6 = Err 53 OVER VOLTAGE ; b7 = Err 52 CAL PAC MISSING ----- FDB \$0008 ; 7, ERR WD 5 ; ; b0 = Err 63 not used ; b1 = Err 62 not used ; b2 = Err 61 not used ; b3 = Err 56 not used ; b4 = Err 55 not used ; b5 = Err 66 not used ; b6 = Err 65 not used ; b7 = Err 64 not used ----- FDB \$005F ; 8, COOLANT (A/D VALUE); FDB \$0060 ; 9, START UP COOL, FDB \$0082 ; 10, TPS, (A/D VALUE) FDB \$0059 ; 11, RPM/25 FDB \$0099 ; 12, Current REF PERIOD, MSB FDB \$009A ; 13, Current REF PERIOD, LSB FDB \$0066 ; 14, MPH/1 FOR DISP FDB \$0003 ; 15, NV MODE WORD 3 ; b0 not used b1 not used b2 not used b3 not used b4 not used b5 1 = VATS OKAY, Y CAR ONLY b6 not used b7 not used ----- FDB \$008E ; 16, NV RATIO FDB \$0070 ; 17, O2 FILTERED FDB \$00F7 ; 18, ALDL RICH/LEAN COUNTER FDB \$00CD ; 19, BASE PW CORRECTION FDB \$00C7 ; 20, SCALED BLK LEARN FDB \$00C6 ; 21, BLK LEARN CELL FDB \$00D0 ; 22, CLS LOOP INT FDB \$002B ; 23, IAC PRESENT POSIT FDB \$0107 ; 24, IAC STEP DIR CMD FDB \$0108 ; 25, DESIRED IDLE RPM/12.5 FDB \$0064 ; 26, LD VAL FILTERED, MSB FDB \$0065 ; 27, A/D TEST CHANNEL GOOD RANGE 118-137 FDB \$0062 ; 28, LD VAL (12.5 MSEC OLD) FDB \$0061 ; 29, MAT FDB \$0130 ; 30, MAT (A/D) FDB \$0119 ; 31, EGR D.C. FDB \$011B ; 32, CAN PURGE D.C. FDB \$00FA ; 33, ENGINE COOLING FAN DUTY CYCLE FDB \$007F ; 34, BATTERY VDC, (A/D) FDB \$0080 ; 35, FUEL PUMP POWER SWITCH SUPPLIED FDB \$00F1 ; MASS AIR FLOW (MSB) FDB \$00F2 ; MASS AIR FLOW (LSB) FDB \$00BD ; UNLIMITED MASS AIR FLOW FDB \$011E ; 39, TOTAL UNLIMITED SPARK ADVANCE REL TO TDC (MSB) FDB \$011F ; 40, TOTAL UNLIMITED SPARK ADVANCE REL TO TDC (LSB) FDB \$00A1 ; 41, UNLIMITED SPARK ADVANCE REL TO REF PULSE(MSB) FDB \$00A2 ; 42, UNLIMITED SPARK ADVANCE REL TO REF PULSE(LSB) FDB \$00A5 ; 43, ECM PA3 COUNTER VAL. FROM LAST MINOR LOOP FDB \$00A9 ; 44, KNOCK RETARD FDB \$00DC ; 45, BPW AT LAST INJECT, (MSB) FDB \$00DD ; 46, BPW AT LAST INJECT, (MSB) FDB \$00D5 ; 47, TOTAL FUEL AIR VALUE(MSB) FDB \$00D6 ; 48, TOTAL FUEL AIR VALUE(LSB) C6CF: FDB \$0123 ; 49, RUNNING TOTAL OF FUEL DELIVERED(MSB) C6D1: FDB \$0124 ; 50, RUNNING TOTAL OF FUEL DELIVERED(LSB) C6D3: FDB \$0127 ; 51, RUNNING TOTAL OF DISTANCE TRAVELED C6D5: FDB \$0019 ; 52, ENGINE RUNNING TIME IN SECONDS (MSB) C6D7: FDB \$001A ; 53, ENGINE RUNNING TIME IN SECONDS (LSB) C6D9: FDB \$0036 ; 54, MODE WORD 2 ; ; b0 1 = CARS ACTIVE b1 1 = MALF 14 OR 15 THIS START UP b2 1 = REFERENCE PULSE OCCURRED b3 1 = IN ALDL MODE 8192 LOCKED IN AND MODE 4 b4 1 = DIAGNOSTIC SWITCH IN DIAG POSITION b5 1 = DIAGNOSTIC SWITCH IN ALDL POSITION b6 1 = HIGH BATTERY VOLTAGE-DISABLE MCU SOL DISABLE b7 1 = SHIFT LIGHT ON ----- C6DB: FDB \$0038 ; 55 MCU INST ; ; b0 1 = PARK/NEUTRAL b1 1 = NOT IN 3RD GEAR b2 1 = OVERDRIVE REQUEST b3 1 = EXCESSIVE POWER STEERING PRESSURE b4 not used b5 not used-OMITTED FROM S/W (1 = TCC LOCKED) b6 1 = FAN REQUEST b7 0 = AIR CONDITIONING REQUEST ----- C6DD: FDB \$002F ; 56 FMD BYTE 1 ; ; b0 1 = PARK NEUTRAL SWITCH b1 1 = 3rd GEAR b2 1 = 4th GEAR b3 1 = POWER STEERING CRAMP b4 not used b5 1 = EGR DIAGNOSTIC b6 1 = FAN REQUEST <=> AIR CONDITIONING HI PRESSURE b7 0 = AIR CONDITIONER REQUESTED ----- C6DF: FDB \$0035 ; 57 MINOR LOOP MODE WORD 1 ; ; b0 0 = ADVANCE FLAG 0 = ADV b1 1 = HIGHWAY FUEL TIMER ENABLED b2 1 = INTERRUPT SERVICE EXECUTION EXC 6.25 b3 1 = FAN ON DISABLED BY PID b4 1 = TCC ROAD SPEED 1ST PULSE FLAG b5 0 = AIR CONDITIONING CLUTCH ON b6 1 = BYPASS CHECK ENABLE b7 1 = ENGINE RUNNING ----- C6E1: FDB \$0001 ; 58 NV MODE WORD ; ; b0 1 = O2 SENSOR READY b1 1 = CLOSED LOOP TIMER TIMED OUT b2 not used b3 1 = IMPROPER SHUTDOWN b4 not used b5 1 = IAC KICKDOWN ENABLED b6 1 = KWARM KICKDOWN ENABLED b7 1 = MALF 42 FAILED (EST MONITOR) ----- C6E3: FDB \$0047 ; 59 CARS MODE WORD ; ; b0 1 = CARS ENABLED b1 1 = CARS ACTIVE b2 1 = SWITCH OPEN LAST TIME b3 1 = SWITCH RECOGNIZED AS CLOSED b4 1 = TRANSMISSION IN FOURTH GEAR b5 1 = TRANSMISSION IN FIRST GEAR b6 1 = WAIT FOR VEHICLE SPEED RESET b7 not used ----- C6E5: FDB \$003D ; 60 ALCL MODE WORD ; ; b0 1 = ALDL RESET b1 1 = CLEAN CANISTER b2 1 = IN OPEN LOOP BEFORE GETTING INTO PE b3 1 = FIRST C/L PASS THRU FIELD SERVICE MODE DONE b4 1 = FIELD SERVICE b5 1 = ONE SECOND FLAG b6 1 = 200 MSEC TOGGLE BIT FOR 2.5 HZ FLASH RATE b7 1 = 4k PULLUP RESISTOR FOR COOLANT ----- C6E7: FDB \$003F ; 61. AIR MODE WORD ; ; b0 1 = 100 msec OLD CCP PURGE ON FLAG b1 1 = AIR CONTROLLED 0 =AIR DIVERTED b2 1 = AIR SWITCHED TO PORT b3 1 = BURNOFF FAILURE CHECK COMPLETE b4 1 = SKIP BURNOFF DU TO > 17 VOLTS THIS START UP b5 1 = D.E. QSEC b6 1 = BURN OFF AIR METER b7 1 = DECEL ENLEANMENT ----- C6E9: FDB \$0046 ; 62 SD MODE WORD ; ; b0 1 = EXPECTING 1st 160 BAUD INTERRUPT b1 1 = EXPECTING 2nd 160 BAUD INTERRUPT b2 1 = IN 8192 MODE b3 1 = LOCKED IN 8192 MODE b4 1 = BLM RESET COMMANDED IN PRIOR LOOP b5 1 = IAC RESET COMMANDED IN PRIOR LOOP b6 1 = Err FLAG CLEAR COMMANDED IN PRIOR LOOP b7 not used ----- C6EB: FDB \$0045 ; 63 MWAFF1 ; ; b0 not used b1 1 = LEARN CONTROL ENABLE FLAG b2 not used b3 not used b4 1 = VEHICLE SPEED SENSOR FAILURE b5 1 = EECC SLOW O2 RICH/LEAN FLAG b6 1 = RICH FLAG b7 1 = CLOSED LOOP FLAG