Autronic — FUEL INJECTION — ADVANCED CONTROLS

SMC ECU Configuration Mode Flag Selection v1.09
(Only applicable to ECU firmware I.D.:- _AUTRONIC_c001v1.09)   19-Jun-2015

Mode Flag No.	Function	Value
0	Select 'Manifold Absolute Pressure' mapped calibration	0
	Select 'Throttle Position' mapped calibration	1
	Select for 4 cycle engine	Add 0
	Select for 2 cycle engine (and rotary engine)	Add 4
	Enable Open Loop A/F Ratio Table	Add 16
	Enable Open Loop Highway Mode	Add 32
	Enable Closed Loop A/F Ratio Control	Add 64
	Enable 2X Ignition O/P Pulse duration	Add 128
1	1 coil Ignition system	1
	2 coil Ignition system	2
	3 coil Ignition system	3
	4 coil Ignition system	4
	Enable "1 coil Ignition system" O/P Inhibit during SYNC loss. ("2,3&4 coil systems" always inhibit during SYNC loss)	Add 8
	Negative triggered Ignition amplifier (module) e.g. Smart HEI	Add 0
	Positive triggered Ignition amplifier (module) e.g. MSD	Add 32
	Cylinder Reference pulse input positive triggered	Add 0
	Cylinder Reference pulse input negative triggered	Add 16
	Cylinder pulse input positive triggered	Add 0
	Cylinder pulse input negative triggered	Add 64
	Cylinder pulse input positive & negative triggered	Add 128
2	No Air/fuel ratio sensor	0
	Proportional Air/fuel ratio I/P (0.0 - 1.0volt => 10:1 to 30:1 air/fuel ratio)	1
	'Bosch' or 'Autronic' 4 wire O$_2$ Sensor (for Narrow band 'Emissions control')	2
3	No functions assigned	
4	No functions assigned	
5	Idle Speed Control function (for Bosch 2 wire valve) to Auxiliary O/P	0
	Idle Speed Control function (for PWM proportional type valve) to Auxiliary O/P	1
	Boost Control function (for PWM proportional type valve) to Auxiliary O/P	2
	Main Cooling Fan function (Fan 1) to Auxiliary O/P	3
	User Defined PWM O/P Table or Anti-Lag function to Auxiliary O/P	4
	Fuel Used O/P Pulse function to Auxiliary O/P	5
	Redirect User Defined ON/OFF O/P function from either Inj 5 or Inj 8 to Auxiliary O/P	6
	Select "Throttle Position" as Axis variable for User Defined PWM or ON/OFF O/P	Add 0
	Select "Load" as Axis variable for User Defined PWM or ON/OFF O/P	Add 8
6	PWM O/P frequency = 10Hz	0
	PWM O/P frequency = 20Hz	4
	PWM O/P frequency = 30Hz	8
	PWM O/P frequency = 40Hz	12
7	No functions assigned	0
8	Ignition triggering of all Cylinders 1 to 8 allowed	0
	Inhibit cylinder 1 Ignition	Add 1
	Inhibit cylinder 2 Ignition	Add 2
	Inhibit cylinder 3 Ignition	Add 4
	Inhibit cylinder 4 Ignition	Add 8
	Inhibit cylinder 5 ignition	Add 16
	Inhibit cylinder 6 Ignition	Add 32
	Inhibit cylinder 7 Ignition	Add 64
	Inhibit cylinder 8 Ignition	Add 128
9	Ignition triggering of all Cylinders 9 to 16 allowed	0
	Inhibit cylinder 9 Ignition	Add 1
	Inhibit cylinder 10 Ignition	Add 2
	Inhibit cylinder 11 Ignition	Add 4
	Inhibit cylinder 12 Ignition	Add 8
	Inhibit cylinder 13 Ignition	Add 16
	Inhibit cylinder 14 Ignition	Add 32
	Inhibit cylinder 15 Ignition	Add 64

Mode Flag No.	Function	Value
	Inhibit cylinder 16 Ignition	Add 128
10	Use Idle Ignition Timing Table @ Idle	0
	Use Main Ignition Timing Table @ Idle	1
	Ignition Timing Modifier 1 is Charge temperature dependent	Add 0
	Ignition Timing Modifier 1 is Coolant temperature dependent	Add 2
11	Wiring Loom has Power Supply and Fuel Pump / Injector Supply Relays (i.e.: ECU Power Feed is to Pin 25 or 26 from a Relay that de-energizes during Battery Reversal	0
	Wiring Loom has only Fuel Pump / Injector Supply Relay (i.e.: Direct Power Feed from Ignition Switch / Relay to ECU Pin 29 Only)	1
12	Disable Soft Rev Limit Fuel Cut	0
	Enable Soft Rev Limit Fuel Cut	1
	Disable Soft Rev Limit Spark Cut	Add 0
	Enable Soft Rev Limit Spark Cut	Add 2
13	Select Standard trigger option (Crank pulses per Engine cycle = Cylinder number, Cam pulses per Engine cycle = 1)	0
	Select Suzuki Swift trigger option	128
14	Closed Loop A/F Ratio Control "Gain Setting"	0 to 255
15	Closed Loop A/F Ratio Control "Adaption Setting"	0 to 255
Notes		