



PSC1-001 Programmable Signal Calibrator

Description:

The PSC1-001 Programmable Signal Calibrator provides precise calibration of fuel by adjusting fuel control signals. It can be used with naturally aspirated or forced induction engines. It is particularly useful on engines that have been converted to forced induction. It has an internal 2.5 Bar MAP sensor that can be used to replace the stock map sensor.

Through a serial interface, the PSC1-001 can be programmed by a laptop computer running the Split Second R4 software. The software provides three dimensional mapping of the MAP signal. The MAP value output is determined by the active cell value. The active cell is determined by absolute pressure measured by the internal sensor and RPM.

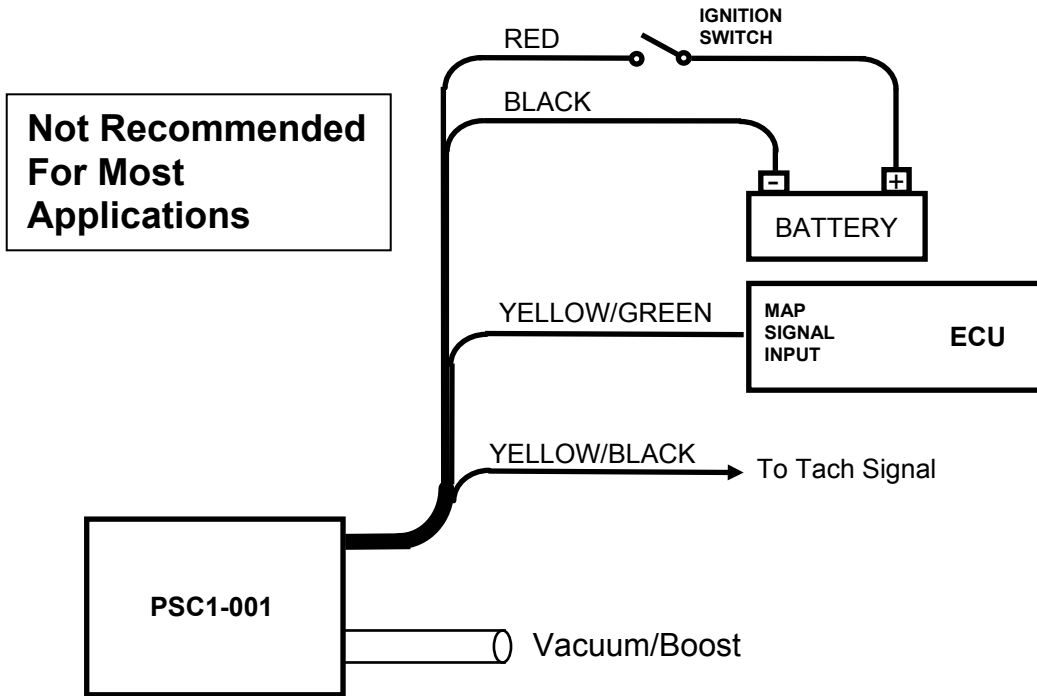
The PSC1-001 can be configured for a second mode of operation whereby the cell value is used to modify another signal. For example, an MAF sensor signal could be modified according to the table values. Other versions of the PSC1 are available that can do mapping where the primary axis is not pressure. The PSC1-003 can be used to modify MAF, TPS or any other voltage signals based on signal level and RPM.

The calibration of the PSC1 is done through a serial interface, which is active while in operation. The R4 software runs on Windows 95/98/NT/2000. The software provides real time display of RPM, manifold pressure, and cell value. The R4 software is the same software that is used to program the AIC1. A variety of editing tools ease the task of setting up an initial map and quickly fine tuning for optimum performance.

Features:

- Can operate as a programmable MAP sensor
- Two three-dimensional map tables defined by absolute pressure and RPM
- Compatible with 2 and 4 stroke engines from 1 to 12 cylinders
- Laptop adjustable
- Two modes for either direct output or signal modification
- Can be mounted in the engine compartment
- Internal MAP sensor
- Transient surge and battery reversal protection

Basic Connection – Programmable MAP Sensor:



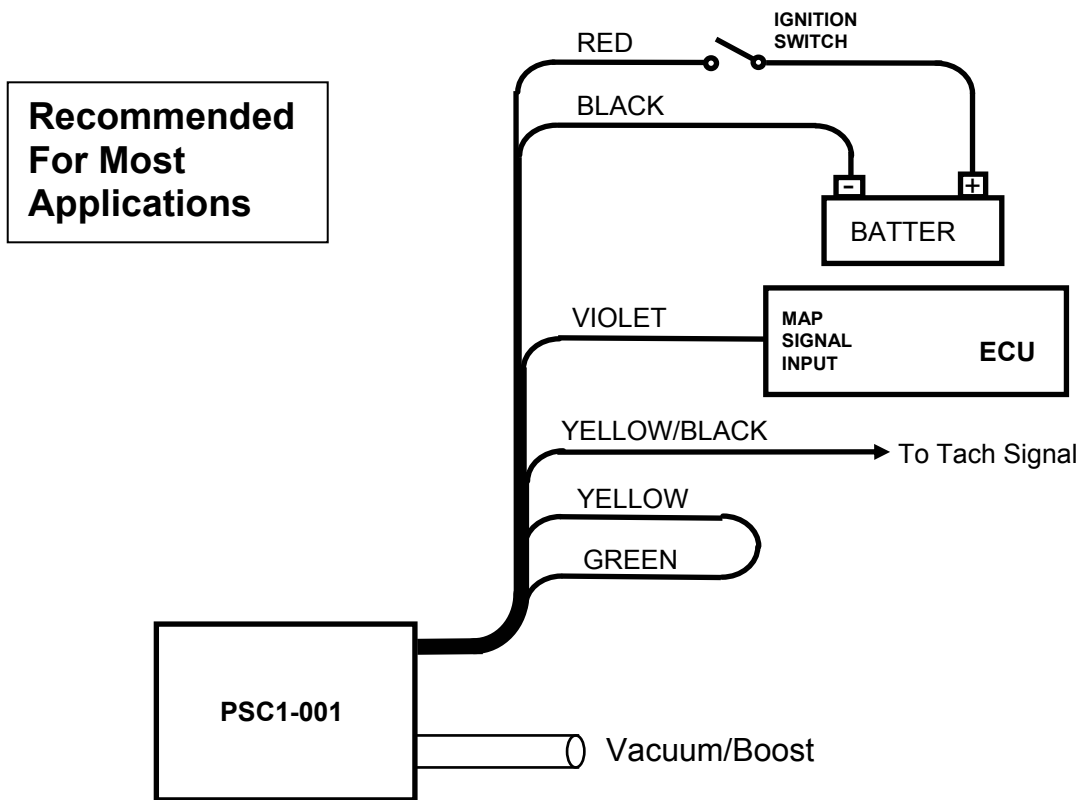
In the most basic mode of operation, the PSC1-001 is used as a programmable MAP sensor. With this configuration, the values in the mapping table are used to directly control the output. This mode is particularly useful to limit the output voltage within the allowable range of the ECU.

The output voltage can be set anywhere between 0 and 5V over the entire range of 800 cells that correspond to zero to 2.5 Bar and 500 to 8000 RPM. The full scale value in each cell is 20. therefore a cell value of 4.0 outputs 1V, 8.0 outputs 2V, 12.0 outputs 3V etc. There are 200 levels which corresponds to a step size of 25mV.

Wire Assignments:

LABEL	CONNECT TO	WIRE COLOR
B+	Switched battery positive (+12V)	Red
B-	Signal common	Black
DIRECT OUT	ECU MAP input (in direct mode)	Yellow/Green
MAP OUT	MAP sensor output	Yellow
V IN	MAP out or external signal	Green
MODIFY OUT	ECU MAP input (in signal modify mode)	Violet
TACH	Tach signal (pulses per rev = #cyl/2)	Yellow/Black
F-DB9	Serial connector on computer	-

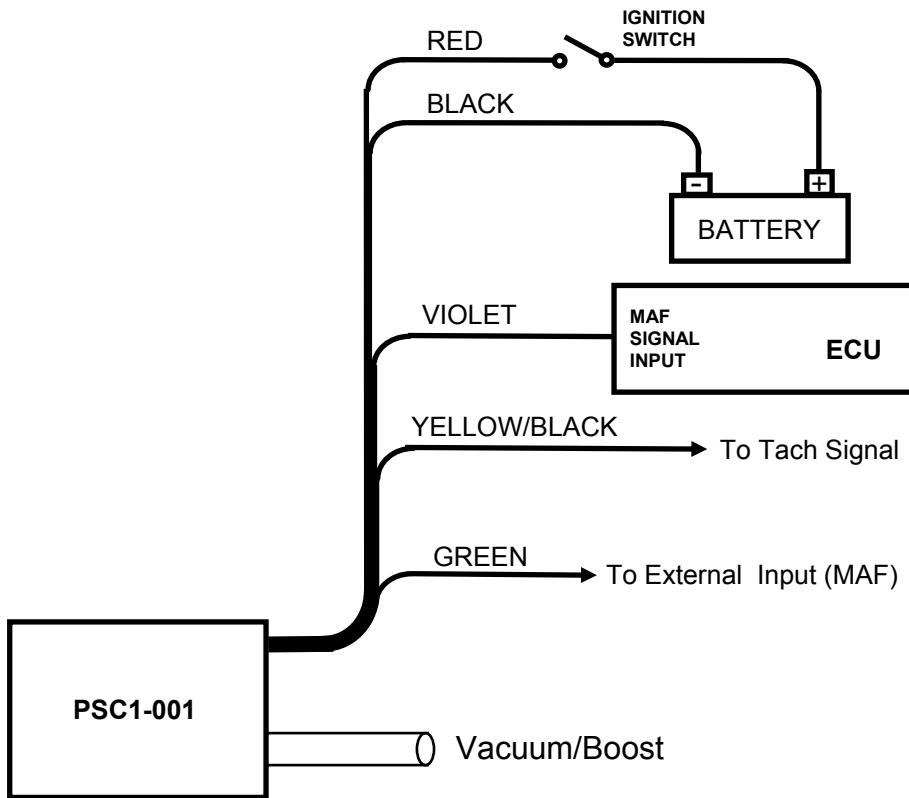
Signal Modify Configuration Using internal MAP Sensor:



This is the recommended configuration for most engine management applications. In this mode, the Output to the ECU is a modified version of the internal MAP sensor signal. The advantage of using the internal map sensor this way is that its output is already close to the desired output. The map table in the PSC1-001 is used to modify the MAP signal as necessary.

The range of adjustment in this mode is +/- 2.5V. A cell value of 0 will subtract 2.5V from the signal. A cell value of 10 will not alter the signal. A cell value of 2.5V will add 2.5V to the signal. The starting map for this configuration is a map loaded with 10 in every cell.

Signal Modify Mode with an External Input Signal:



This mode is commonly used to modify an MAF signal according to boost and RPM. It can also be used to modify other signals such as TPS. In this configuration the external input is designed for a 0-5V signal. The cell value is used in the same way as the previous configuration. A cell value of zero to 20 offsets the signal by a range of $-2.5V$ to $+2.5V$.

Software:

The PSC1 is programmed with the R4 Fuel Controller Software. When the software is launched an identification screen will appear that says Split Second. After four seconds, the main menu will appear. If this is a new application, select **File** then **New Customer** to create a new customer. Type in the customer name and save. The default location for customer names is My Documents. When you return to the main screen, select **File** and **Open Customer** to open the customer file that you just created. Once the customer is open, the **Maps**, **View**, **Options** and **Help** tabs become active. Whenever you write new data to the PSC1, all settings and mapping will automatically be saved under the current customer name. You can fill in the various fields such as name, address etc. if you like.

Connections:

Select the proper com port for the serial connector on your computer. Remove the lid on the PSC1. Connect the PSC1 to the computer using a 9-pin serial cable. The cable must have a male plug on one end and a female on the other. Once the serial cable is plugged in and the PSC1 is powered up, you may connect to the PSC1 by selecting the **Connect to ECU** icon. Once communication has been established with the ECU, the **Real Time** pull down becomes active.

Programming:

Refer to the R4 data sheet for specific information on how to use the R4 software. Use the **Options** pull down and **Systems Settings** option to select Vacuum/Pressure mode and Programmable Signal Conditioner. Use the **Options** pull down and **Engine Settings** to select the number of cylinders of the engine. Use the **Maps** pull down to access the fuel map tables. There are two map tables in the R4 program. The PSC1 uses table A. The active cell at any given time is determined by the MAP sensor reading and RPM.

The PSC1-001 is calibrated to read throughout the vacuum region and up to 16 PSI of boost. In order to read the proper scale on the map tables and on the real time display, select options and system settings. From this screen, select Programmable Signal Calibrator and either Absolute pressure or Vacuum/Pressure.

The absolute scale reads in PSI. An absolute vacuum corresponds to 0 PSI, ambient pressure is 14.7 PSI and 16 PSI of boost reads as 30.7 PSI. The Vacuum/Pressure scale reads in inHg in the vacuum region and PSI in the boost region. An absolute vacuum would be -30 inHg, ambient pressure reads as 0 and 16 PSI of boost reads as 16 PSI. The vacuum and pressure readings are based on sea level conditions. As you move up in elevation and atmospheric pressure goes down, the ambient pressure reading will move down into the vacuum reading.

The number entered into the cells on the map represent either the actual output voltage (direct mode) or the amount that the input voltage is offset (signal modify mode). The number entered in the cell can range from 0.0 to 20.0. The step size in both modes is 25mV. Example outputs are shown on the following table. The signal modify mode is recommended for most engine management applications.

This table shows the output voltage for direct and signal modify modes of operation. Note that there are 200 cell values. Only 20 are shown for simplicity.

Cell Value	Mode	
	Direct	Signal Modify
0	0.0	-2.5
1	1.25	-2.25
2	0.5	-2.0
3	0.75	-1.75
4	1.0	-1.5
5	1.25	-1.25
6	1.5	-1.0
7	1.75	-0.75
8	2.0	-0.5
9	2.25	-0.25
10	2.5	0.0
11	2.75	0.25
12	3.0	0.5
13	3.25	0.75
14	3.5	1.0
15	3.75	1.25
16	4.0	1.50
17	4.25	1.75
18	4.5	2.0
19	4.75	2.25
20	5.0	2.5

You can click and drag to highlight an area of cells. Once highlighted, you can use the icons across the top of the window to fill all the selected cells with a value. For example, in the direct mode, if you fill the selected cells with the value 10, whenever the manifold pressure and RPM match one of those cell locations, the output voltage will be 2.5V.

A highlighted area of cells can also be changed by a percentage by using the **Change By** button. To increase a highlighted area of cells by 10 percent for example, select the cells, click on the **Change By** button and enter 10. To reduce by 50 percent, enter -50.

You can also fill a range of cells with values that are interpolated from the end points. This works over a row, column or 2-dimensional area. To fill values over a two dimensional area, fill the four corners of the area with cell values. Then click and drag to select the area encompassed by those corner cells. Click on

the **Auto Fill** button. The software will calculate and fill the correct values for all highlighted cells.

Once the maps are set up, you can write to the ECU in the PSC1. To write to the ECU, the ignition must be on so that the PSC1 is powered up. The engine must be off so that tach pulses are not present during programming. To write to the ECU press the **Write Data to the ECU** button. The operation of writing the data will also save the configuration and map information in the current file that is open. You can also upload from the ECU using the **Read Data From the ECU** button. You can then save or modify the data.

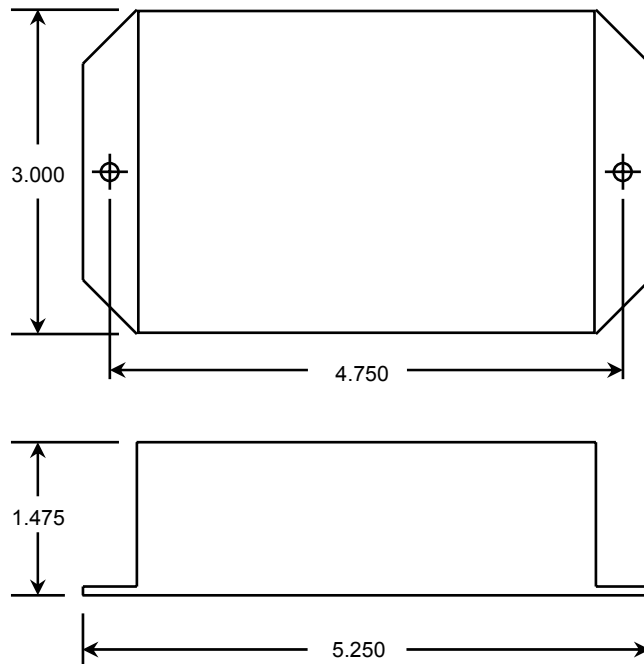
Operation:

Once the data is loaded into the PSC1, the engine can be started. From the main screen, the **Real Time** pull down can be used to observe a variety of operating parameters. The **All** option brings up a window that displays boost pressure and RPM as well as cell value and duty cycle for both A and B channels. The All window can be enlarged to full screen size to make it easy to read while working on the engine. The **RPM** and **Pressure** options display analog gauges that show those parameters. The **All, RPM** and **Pressure** options can all be displayed simultaneously.

Electrical Characteristics:

PARAMETER	CONDITIONS	MIN	TYP	MAX	UNITS
Supply Voltage	BATT+ to BATT-	12	13.5	15	V
Supply Current	Into BATT+ terminal		16		mA
Tach threshold	Normal operation		1.6		V
Tach Hysteresis	Normal operation		0.5		V
Vacuum/Boost	On vacuum/boost hose	0		2.5	Bar
MAP output	Steady state source current		0.1		mA
Direct Output	Steady state source current		10		mA
Modify Output	Steady state source current		10		mA

Mechanical Characteristics:



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