
DYNOJET TUNE – CHANGED PARAMETERS

Rev 1, 2020/06/19

DUAL CLUTCH TRANSMISSION

SHIFTING – AT DOWNSHIFT SCHEDULE

Desired Output Shaft Speed for downshifts

HIGH RANGE COLD

- Desired 2-1 Downshift OSS -15%, -300RPM
- Desired 3-2 Downshift OSS -10%, -300RPM
- Desired 4-3 Downshift OSS -7.5%, -300RPM
- Desired 5-4 Downshift OSS -5%, -300RPM
- Desired 6-5 Downshift OSS -4%, -300RPM

HIGH RANGE MODE 3

- Desired 2-1 Downshift OSS -15%, -300RPM
- Desired 3-2 Downshift OSS -10%, -300RPM
- Desired 4-3 Downshift OSS -7.5%, -300RPM
- Desired 5-4 Downshift OSS -5%, -300RPM
- Desired 6-5 Downshift OSS -4%, -300RPM

HIGH RANGE NORMAL

- Desired 2-1 Downshift OSS -15%, -300RPM
- Desired 3-2 Downshift OSS -10%, -300RPM
- Desired 4-3 Downshift OSS -7.5%, -300RPM
- Desired 5-4 Downshift OSS -5%, -300RPM
- Desired 6-5 Downshift OSS -4%, -300RPM

SHIFTING – AT UPSHIFT SCHEDULE

Desired Output Shaft Speed for upshifts

HIGH RANGE COLD

- Desired 2-1 Upshift OSS +17%, +400RPM
- Desired 3-2 Upshift OSS +12%, +400RPM
- Desired 4-3 Upshift OSS +10%, +400RPM
- Desired 5-4 Upshift OSS +7%, +400RPM
- Desired 6-5 Upshift OSS +5%, +400RPM

HIGH RANGE MODE 3

- Desired 2-1 Upshift OSS +17%, +400RPM
- Desired 3-2 Upshift OSS +12%, +400RPM
- Desired 4-3 Upshift OSS +10%, +400RPM
- Desired 5-4 Upshift OSS +7%, +400RPM
- Desired 6-5 Upshift OSS +5%, +400RPM

HIGH RANGE NORMAL

- Desired 2-1 Upshift OSS +17%, +400RPM
- Desired 3-2 Upshift OSS +12%, +400RPM
- Desired 4-3 Upshift OSS +10%, +400RPM
- Desired 5-4 Upshift OSS +7%, +400RPM
- Desired 6-5 Upshift OSS +5%, +400RPM

FEEDBACK FUEL

THRESHOLDS -- TPS THRESHOLD TABLE, MAXIMUM

Thresholds are lowered 35% across the entire table.

FUEL

DESIRED PULSEWIDTH – ALPHA-N MODE

DESIRED INJECTOR PW, ALPHA-N, CYL 1

Injector Pulse Widths are lowered approximately 2% across the entire table.

DESIRED INJECTOR PW, ALPHA-N, CYL 2

Injector Pulse Widths are lowered approximately 2% across the entire table.

OUTPUTS

FAN CONTROL – MINIMUM CTS, FAN CONTROL

- Fan on set point lowered from 222 to 215
- Fan off set point lowered from 220 to 210

REV AND SPEED LIMITS

FUEL CUTOFF RPM, HYSTERESIS OFF

Raised 300 RPM

FUEL CUTOFF RPM, HYSTERESIS ON

Raised 300 RPM

SPARK

DESIRED IGNITION TIMING

Timing is advanced 2 deg. Across the following tables

- Gear A – Desired Ignition Timing, Gear A, Cyl1
- Gear A – Desired Ignition Timing, Gear A, Cyl2
- Gear B – Desired Ignition Timing, Gear B, Cyl1
- Gear B – Desired Ignition Timing, Gear B, Cyl2
- Gear C – Desired Ignition Timing, Gear C, Cyl1
- Gear C – Desired Ignition Timing, Gear C, Cyl2

Timing is unchanged in Neutral and Reverse Gear Tables