

HEX2HP

62 79 20 52 79 61 6E 20 53 74 65 76 65 6E 73

LAUNCH RPM LIMITER & ROLLING ANTI-LAG SETUP & OPERATION

IMPORTANT — Your calibration has baseline settings already applied, but it is strongly recommended that you ease into the RPM range first to confirm proper operation before any full WOT testing or use.

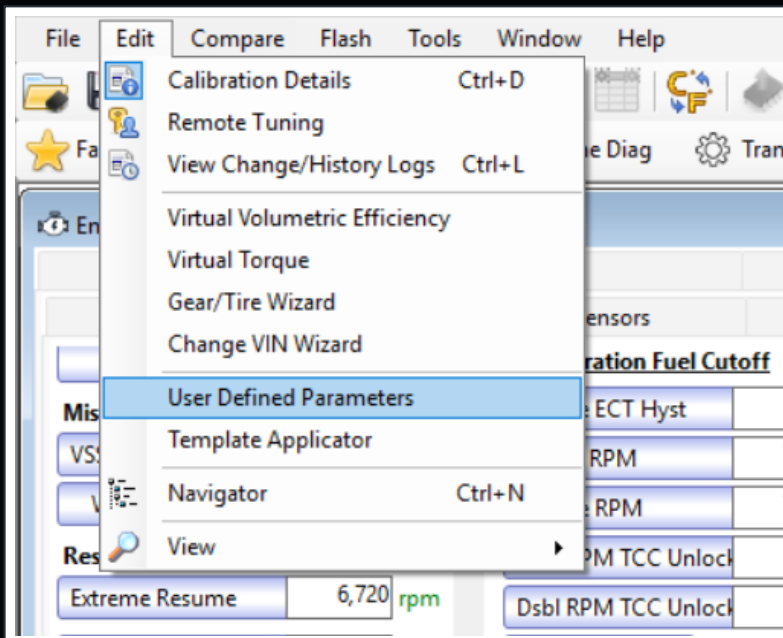
- 01** You must perform a **Write Entire** the first time to apply the code changes. All subsequent flashes should be **Calibration Only**.
- 02** You will need an **HP Tuners User Defined Parameter license**.
- 03** To edit or view the current limiter and pedal threshold settings in HP Tuners, go to **Edit** → **User Defined Parameters**. Then open the folder and select your file from the location where you saved it.
- 04** To use the **2-Step / Launch Limiter**, the pedal condition must be met **and** you must press the **Cruise Set** button. Cruise does **not** need to be turned on for this to work. You do **not** need to hold the Set button — pressing it simply arms the system. Hold the pedal and rev the engine, and the limiter will engage. The limiter will remain active until pedal position drops below the set point configured in the User Defined Parameters.
- 05** To activate **Rolling Anti-Lag / Manual 2-Step**, hold the **Cruise Set** button down and go **WOT**. Be sure you are near your commanded RPM set point for the drive mode you are in prior to activating. Manual transmission examples are shown in the pictures.
- 06** Log **Clutch Pedal Position** or **Brake Pedal Position** in HP Tuners, depending on the transmission configuration.
- 07** Review the screenshots and HP Tuners calibration tips on the following pages to help control and refine limiter function.

DISCLAIMER — Due to the possibility of customer setup error, incorrect configuration, or misuse, this product is provided without warranties of any kind. Use is at your own risk.

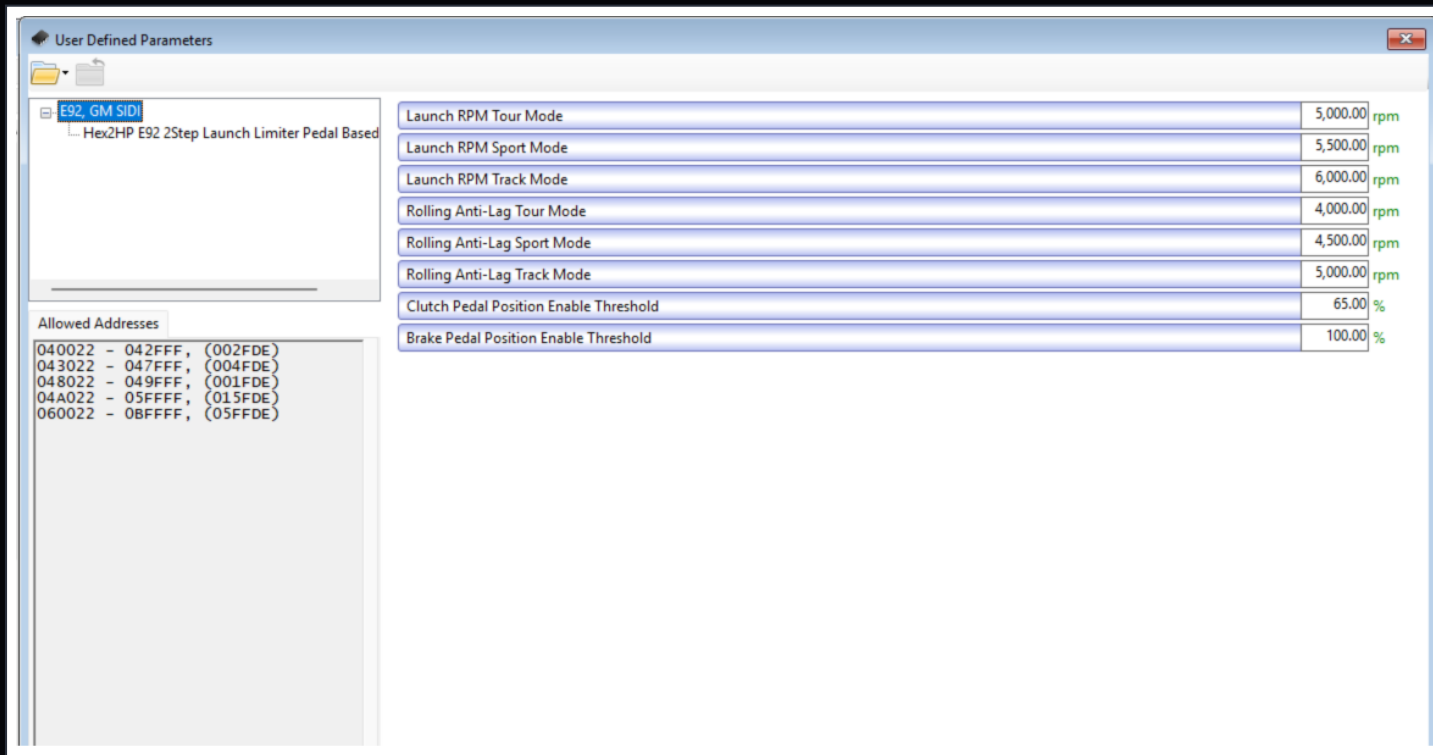
USER DEFINED PARAMETERS

Screenshots are shown as they appear in HP Tuners. Open **Edit** → **User Defined Parameters**, load the file supplied with your calibration, and the limiter and pedal threshold values will be listed as below.

EDIT MENU — USER DEFINED PARAMETERS



LIMITER AND PEDAL THRESHOLD VALUES



CALIBRATION TIPS

Cutoff / DFCO tab. The callouts cover switchover delay, commanded torque per gear, and the settings that determine whether the limiter holds cleanly, gets bypassed, or surges.

RPM LIMIT METHOD DELAY AND COMMANDED TORQUE VS. GEAR

General

Extreme Cutoff: 6,700 rpm

In-Gear

Temperature Based Cutoff

EOT

Oil Pressure

High Pressure Mode Thresh

Misc Cutoff

CASE Learn: 4,000 rpm

VSS Max Pedal: 110 %

Wheel Speed Limit

Resume

Extreme Resume: 6,620 rpm

Hysteresis: 550 rpm

Startup Modifiers

Cold Engine Hot Engine

Control Method

Use Predicted Torque Disable

Switchover Delay

Switchover Delay NLS

No Lift Shift

Enable Pedal: 125 %

Enable VSS: 9 mph

Acceleration Based

Filter Coeff: 0.4000

Accel Thresh

Misc

Cmd Torque Delta

Commanded Torque

Deceleration Fuel Cutoff

Disable ECT Hyst: 41 *F

Enable RPM: 1,000 rpm

Disable RPM: 800 rpm

Enbl RPM TCC Unlock: 3,000 rpm

Dsbl RPM TCC Unlock: 2,500 rpm

Enable ECT

Vehicle Speed

Enable Speed Disable Speed

Torque

Enbl ZP Delta: 48,336.14 lb-ft

Enbl ZP Imm Delta: 36.88 lb-ft

Enbl Min Run Delta: 48,336.14 lb-ft

Enbl Min Run Imm D: 48,336.14 lb-ft

Dsbl ZP Drvr Delta: 40.57 lb-ft

Dsbl Min Run Imm D: 48,336.14 lb-ft

Clutch Fuel Cutoff (CFCO)

Enable VSS: 318 mph

[ECM] 12069 - RPM Limit Method Delay vs. Gear

Current Gear	Delay
1st Gear	30.00
2nd Gear	30.00
3rd Gear	0.00
4th Gear	0.00
5th Gear	0.00
6th Gear	0.00
EVT 1	0.00
EVT 2	0.00
Neutral	30.00
Reverse	30.00
Park	30.00
??	0.00
??	0.00

[ECM] 12073 - RPM Limit Torque vs. RPM vs. Gear

Current Gear	800	1,600	2,400	3,200	4,000	4,800	5,600	6,400	7,200
1st Gear	125	150	150	150	150	150	150	150	150
2nd Gear	225	250	250	250	250	250	250	250	250
3rd Gear	14	15	17	20	28	43	59	70	77
4th Gear	17	18	18	26	44	53	81	118	222
5th Gear	20	21	22	30	52	85	114	127	292
6th Gear	23	30	48	64	81	136	184	314	403
EVT 1	40	97	164	278	431	616	738	738	738
EVT 2	43	102	186	322	506	726	738	738	738
Neutral	11	15	13	10	11	11	11	11	11
Reverse	6	6	7	8	9	11	15	22	32
Park	11	15	13	15	15	11	11	11	11
??	28	24	66	114	155	291	389	502	629
??	33	48	122	148	282	398	530	677	738

Set the intended gear ranges up to increase the switchover delay. If you leave this at "0" it will immediately switch to "Predicted" torque limiting which is throttle control. I usually set these to something abnormally high like 30 seconds. Can be set to your liking.

Try to leave the Cmd Tq Delta stock unless absolutely necessary to mod.

The commanded torque settings per gear will be the key in controlling and having smooth limitation. On auto trans applications, start with values similar to this. On manual trans applications, start with the stock values. If this table is set too high, the limiter will be bypassed. Too low and it will have a surge when limiting.

[ECM] 2298 - CFCO Enable RPM: RPM must be above this value to enable CFCO.

0 to 8,192 rpm