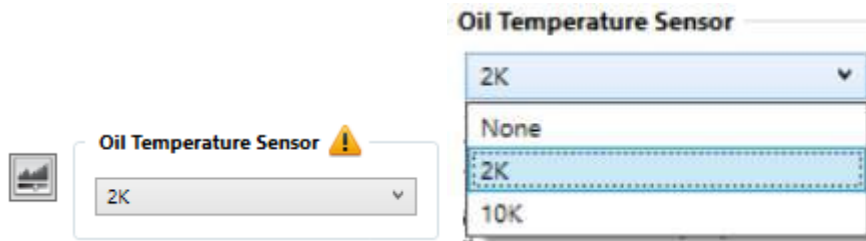



Oil Temperature Sensor

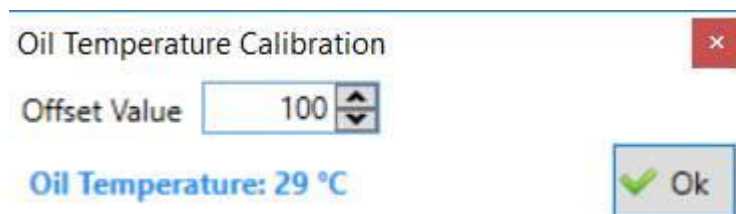
This sensor indicates transmission oil temperature to the TCU. It is not used in all TCU firmware but it does help to smooth shifting when the transmission is cold. There are 2 selections for different sensors. Normally 2k or 10k which alter the sensor calibration. Note that this use a different wire in the harness and must be wired correctly. the other wire is used for Low Range input. Select None if it is not used.


Settings



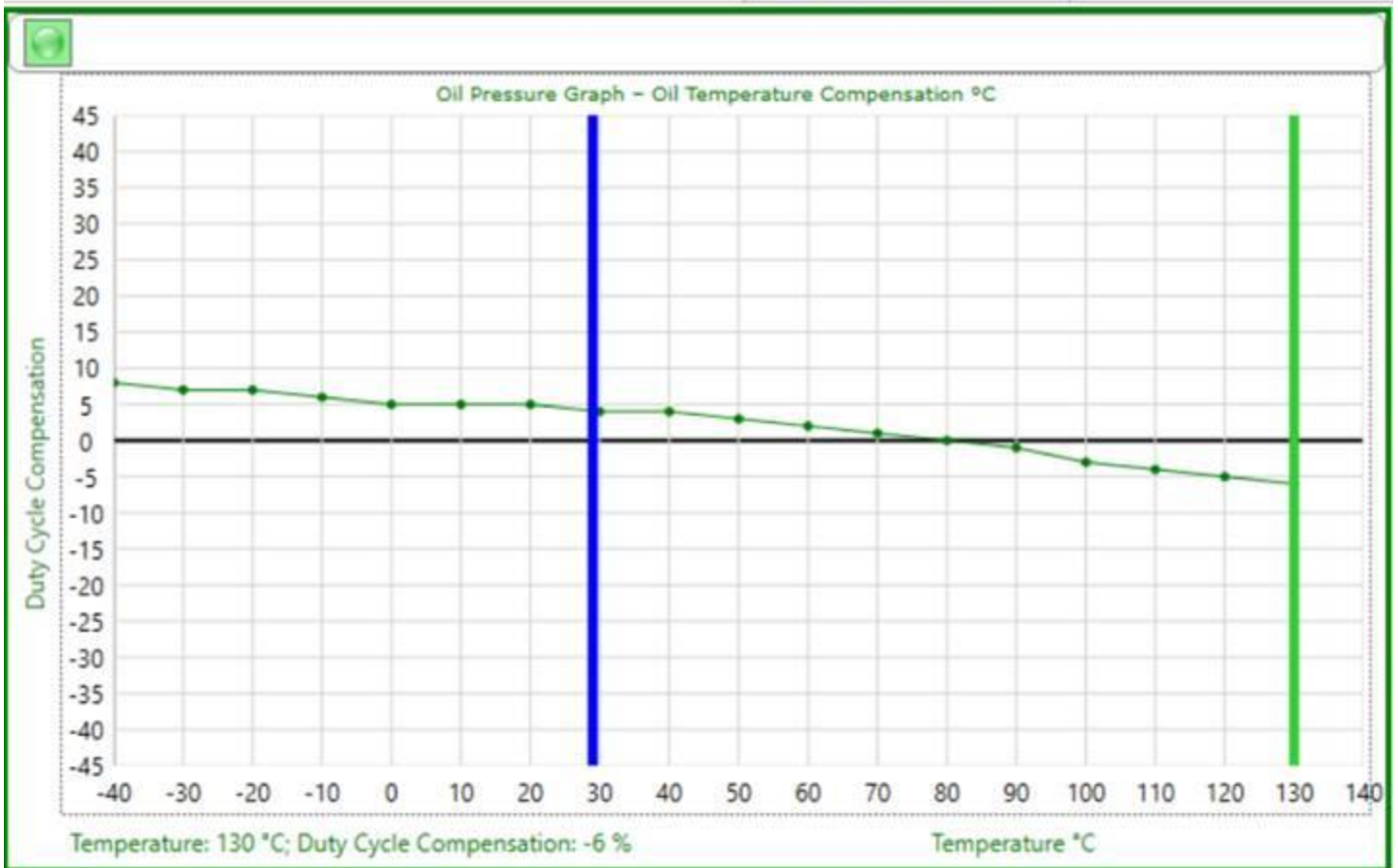
This signal is a critical setting which means it is saved separate from the 4 maps. It can only be calibrated in MAP 1 and does not change when other maps are loaded in the TCU. The Clone function will alter this calibration to the Clone map.

This sensor can be calibrated slightly but it is only an offset adjustment to make it accurate at a critical temperature. Most firmware is pre calibrated for that sensor on the TCU. Click on the calibrate  button.



Now adjust the offset value to match your accurate thermometer. Click the *OK* button. Then click on the *Save to TCU*  button to make the changes permanent.

Tuning



This graph is used to compensate line pressure with temperature. A cold transmission will shift harder. Depending on specific firmware this graph will compensate either line pressure or shift control pressure. The example above is line pressure. If it is for shift pressure the graph may have a rising slope.

When tuning a transmission from the start disable the temperature sensor. Then afterwards enable it and modify this graph when it is cold so that it could shift softly. Don't go too soft as it may slip in some cases. Note that this graph should cross the zero line at working temperature.