

# VMSpC Parameter's

| Gauge                            | Abbreviation | PID # | Unit | Gauge Min | Low Red | High Red | Gauge Max | Low Yellow | High Yellow | Format |
|----------------------------------|--------------|-------|------|-----------|---------|----------|-----------|------------|-------------|--------|
| ABS Control Status               | ABS          | 49    |      | 0         | 1       | 150      | 150       | 2          | 150         | %1f    |
| ABS Road Speed                   | RS           | 7     | MPH  | 0         | 0       | 75       | 90        | 0          | 55          | %1f    |
| ABS Voltage                      | ABSV         | 8     | V    | 8         | 11.5    | 15       | 18        | 12.5       | 15          | %1f    |
| Acceleration (Derived)           | ACC          | 10    | %    | 0         | 0       | 100      | 100       | 0          | 100         | %1f    |
| Air Conditioner System #2        | ACS2         | 25    |      | 0         | 0       | 0        | 0         | 0          | 0           | %1f    |
| Air Filter Differential Pressure | AFDP         | 107   |      | 0         | 0       | 0        | 0         | 0          | 0           | %1f    |
| Air Heater                       | AH           | 45    |      | 0         | 1       | 150      | 150       | 2          | 150         | %1f    |
| Air Inlet Pressure               | AIP          | 106   | PSI  | 0         | 100     | 200      | 200       | 90         | 95          | %1f    |
| Alternator Amps                  | AA           | 115   | Amps | 0         | 30      | 150      | 150       | 20         | 150         | %1f    |
| Ambient Air Temperature          | AAT          | 171   | F    | 0         | 120     | 150      | 150       | 100        | 120         | %1f    |
| ATC Control Status               | ATCCS        | 151   |      | 0         | 50      | 100      | 100       | 20         | 40          | %1f    |
| Barometric Pressure              | BP           | 108   | PSI  | 0         | 40      | 50       | 50        | 30         | 40          | %1f    |
| Battery Potential                | BATT         | 168   | V    | 8         | 11.5    | 15       | 18        | 12.5       | 15          | %1f    |
| Boost Pressure # 1               | BP1          | 439   |      | 0         | 0       | 0        | 0         | 0          | 0           | %1f    |
| Braking (Derived)                | BKG          | 11    | %    | 0         | 0       | 100      | 100       | 0          | 100         | %0f    |
| Clock                            | CK           | 251   |      | 0         | 0       | 0        | 0         | 0          | 0           | %1f    |
| Coolant Level                    | CL           | 111   |      | 0         | 0       | 0        | 0         | 0          | 0           | %1f    |
| Coolant Pressure                 | CP           | 109   | PSI  | 0         | 18      | 25       | 25        | 15         | 18          | %1f    |
| Cruise Control Limit High        | CCLH         | 87    |      | 0         | 100     | 150      | 150       | 85         | 100         | %1f    |
| Cruise Control Limit Low         | CCLL         | 88    |      | 0         | 100     | 150      | 150       | 85         | 100         | %1f    |
| Cruise Control Status            | CCS          | 85    |      | 0         | 0       | 0        | 150       | 1          | 150         | %1f    |
| Cruise Control Switch Status     | CCSS         | 41    |      | 0         | 50      | 100      | 100       | 20         | 40          | %1f    |
| Cruise Set Speed                 | CRSSPD       | 86    | MPH  | 0         | 0       | 90       | 100       | 0          | 90          | %0f    |
| Date                             | DTE          | 252   |      | 0         | 0       | 0        | 0         | 0          | 0           | %1f    |
| EGR Temperature                  | EGRT         | 412   |      | 0         | 1200    | 1500     | 1500      | 1000       | 1200        | %1f    |
| Engine Coolant Temperature       | TEMP         | 110   | F    | 140       | 0       | 225      | 260       | 0          | 215         | %0f    |
| Engine Hours                     | HRS          | 247   | HRS  | 0         | 0       | 100000   | 99999     | 0          | 100000      | %1f    |
| Engine Load                      | ENL          | 92    | %    | 0         | 0       | 100      | 100       | 0          | 100         | %0f    |
| Engine Oil Level                 | EOL          | 98    |      | 0         | 0       | 0        | 0         | 0          | 0           | %1f    |
| Engine Oil Pressure              | OIL          | 100   | PSI  | 0         | 10      | 100      | 100       | 30         | 100         | %1f    |
| Engine Oil Temperature           | EOT          | 175   | F    | 0         | 220     | 250      | 250       | 190        | 210         | %0f    |

# VMSpc Parameter's

| Gauge                             | Abbreviation | PID # | Unit | Gauge Min | Low Red | High Red | Gauge Max | Low Yellow | High Yellow | Format |
|-----------------------------------|--------------|-------|------|-----------|---------|----------|-----------|------------|-------------|--------|
| Engine Retarder Percent           | ERP          | 122   | %    | 0         | 85      | 150      | 150       | 0          | 49          | %0f    |
| Engine Retarder Status            | ERST         | 121   |      | 0         | 0       | 1        | 150       | 0          | 64          | %1f    |
| Engine Retarder Switch            | ERST         | 40    |      | 0         | 50      | 100      | 100       | 20         | 40          | %1f    |
| Engine RPMs                       | TACH         | 190   | RPM  | 0         | 0       | 2600     | 3300      | 0          | 2400        | %0F    |
| Exhaust Brake                     | EB           | 47    |      | 0         | 1       | 150      | 150       | 2          | 150         | %1f    |
| Exhaust Temperature               | ET           | 173   | F    | 0         | 1200    | 1500     | 1500      | 1000       | 1200        | %1f    |
| Fuel Delivery Pressure            | FDP          | 94    | PSI  | 0         | 50      | 60       | 60        | 40         | 50          | %1f    |
| Fuel Economy                      | MPG          | 184   | MPG  | 0         | 0       | 20       | 20        | 0          | 20          | %1f    |
| Fuel Filter Differential Pressure | FFDP         | 95    | PSI  | 0         | 50      | 60       | 60        | 40         | 50          | %1f    |
| Fuel Rate                         | FRATE        | 183   | GPH  | 0         | 0       | 15       | 15        | 0          | 15          | %1f    |
| Fuel Temperature                  | FT           | 174   | F    | 0         | 220     | 250      | 250       | 180        | 200         | %0f    |
| Fuel Used                         | FUEL         | 250   | GAL  | 0         | 0       | 100000   | 99999     | 0          | 100000      | %1f    |
| Horsepower                        | POWER        | 509   | HP   | 0         | 0       | 750      | 750       | 0          | 750         | %0f    |
| Idle Engine Speed                 | IES          | 188   | PRM  | 0         | 1000    | 1200     | 1200      | 800        | 1000        | %1f    |
| Ignition Switch Status            | ISS          | 43    |      | 0         | 0       | 0        | 0         | 0          | 0           | %1f    |
| Injection Control Pressure        | ICP          | 164   | PSI  | 0         | 28000   | 30000    | 30000     | 26000      | 28000       | %1f    |
| Intake Manifold Temperature       | MFOLD        | 105   | F    | 0         | 0       | 180      | 250       | 0          | 150         | %0f    |
| Lifetime Fuel Economy             | LFE          | 185   | MPG  | 0         | 0       | 0        | 15        | 0          | 0           | %3f    |
| Max Coolant Temperature           | MxTMP        | 503   | F    | 140       | 0       | 225      | 260       | 0          | 215         | %0f    |
| Max Engine RPMs                   | MxRPM        | 507   | RPM  | 0         | 0       | 2600     | 3000      | 0          | 2400        | %0f    |
| Max Manifold Temperature          | MxMAN        | 506   | F    | 0         | 0       | 180      | 250       | 0          | 150         | %0f    |
| Max Oil Temperature               | MxOIL        | 505   | F    | 0         | 0       | 300      | 300       | 0          | 300         | %0f    |
| Max Speed                         | MxSPD        | 508   | MPH  | 0         | 0       | 80       | 100       | 0          | 75          | %0f    |
| Max Transmission Temperature      | MxTRN        | 504   | F    | 0         | 0       | 280      | 300       | 0          | 250         | %0f    |
| Output Torque                     | OT           | 93    | FTLB | 0         | 1010    | 12000    | 12000     | 1005       | 1008        | %1f    |
| Parking Brake Switch Status       | PBSS         | 70    |      | 0         | 50      | 100      | 100       | 20         | 40          | %1f    |
| Peak Acceleration (Derived)       | PKAC         | 12    | %    | 0         | 0       | 100      | 100       | 0          | 100         | %1f    |
| Pedal Position                    | PT           | 91    | %    | 0         | 0       | 100      | 100       | 0          | 100         | %0f    |
| Power Takeoff Status              | PTS          | 89    |      | 0         | 50      | 100      | 100       | 20         | 40          | %1f    |
| Primary Air                       | PA           | 117   | PSI  | 0         | 40      | 150      | 150       | 60         | 150         | %1f    |
| Rated Engine Speed                | RES          | 189   | MPH  | 0         | 0       | 0        | 0         | 0          | 0           | %1f    |

# VMSPc Parameter's

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