FI MATCHING SYSTEM

Ver.1.20

MANUAL

RACING KIT PARTS YZF-R1/R6

YEC RACING PARTS

CONTENTS

1 Introduction

1–1 Objective

This in an instruction manual on the YEC FI Matching system (YMS)

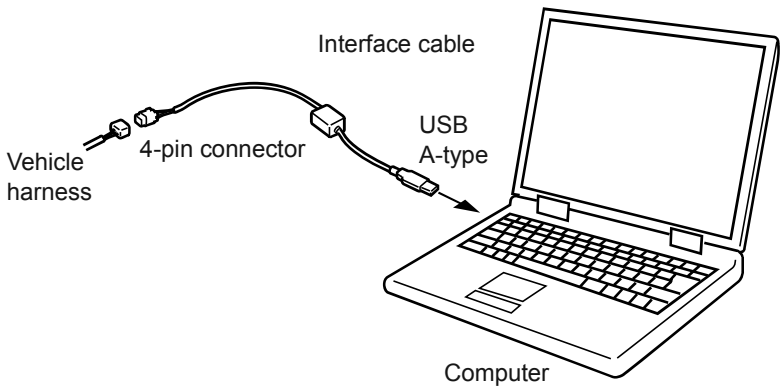
1–2 Recommended operation environment for the personal computer

- OS : Windows 7 US edition (Japanese edition) 32bit or 64bit
- CPU : Pentium 1 GHz equivalent or higher
- Memory : 1GB (32bit) 2GB (64bit) or above
- Recommended monitor resolution : 1024 x 768 or higher

or

- OS : Windows 8.1 US edition (Japanese edition) 32bit or 64bit
- CPU : Intel Core 1 GHz equivalent or higher
- Memory : 1GB (32bit) 2GB (64bit) or above
- Recommended monitor resolution : 1024 x 768 or higher

1–3 Example of connecting the personal computer



1–4 Precautions on using the interface cable

- Avoid directly touching the end of the connector or storing it in a place where static electricity is easily generated.
- Using this system in a place where static electricity or a strong magnetic field is generated or close to machinery that generates a lot of electrical noise can lead to malfunction. Avoid use in such places.

1–5 Installing method

1–5–1 File structure

As base data folder, prepare YMS_Data folder

1–5–2 Installing procedures

When YMS_SETUP.exe is executed, setup program starts and Fig. 1. Welcome screen is shown.

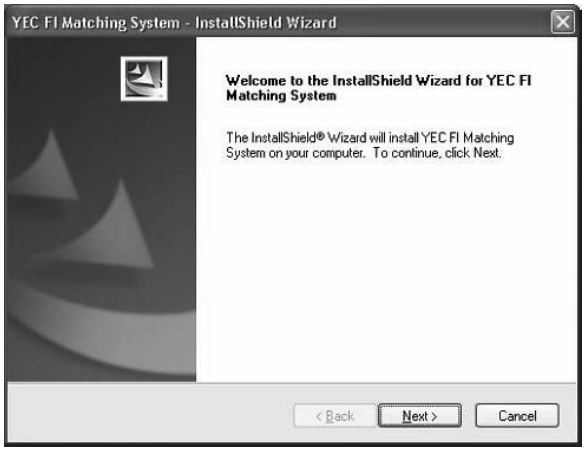


Fig. 1: Welcome

Select [Next] and Fig. 2., Product License Agreement screen is shown.

Fig. 2: Product License Agreement

Select [Next] and Fig. 3, Registering of customer's information and serial No. certification screen is shown.
For [User name] and [Company name] setting information is acquired by default from the OS while the [Serial Number.] given on the booklet in the CD-ROM package is inputted.
Neither item may be omitted. Upon inputting all items, gray-out of [Next] is released and selecting may be made.

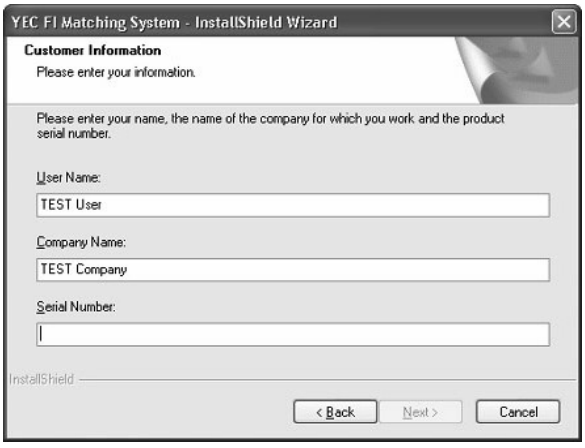


Fig. 3:
Registering of customer's information and serial No. certification

Click [Next] and Fig. 4, Selecting of the installing folder screen is shown.

Fig. 4: Selecting of the installing folder

Select the destination folder in which the system is to be installed. The default value is "\Program Files \YMS".
Select [NEXT] and Fig. 5, Selecting of base data folder screen is shown.
Specify folder Path optionally by [Path] or specify existing folder by [Directories].

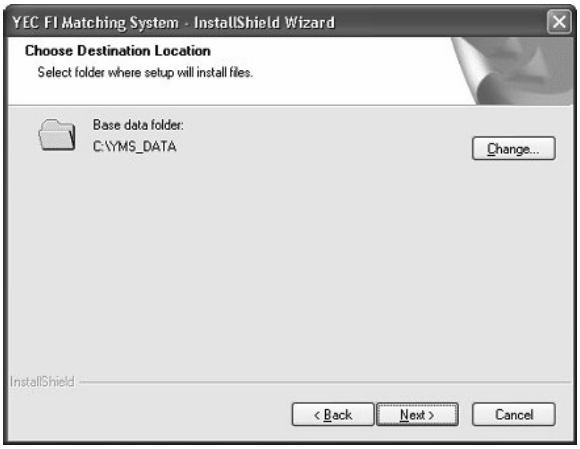


Fig. 5: Selecting of base data folder

Select the base data folder. The default value is "\YMS_Data".
When [Change] button is pressed, the Selecting of folder screen is shown.
Select [NEXT] and Fig. 6, Installation confirming screen is shown.

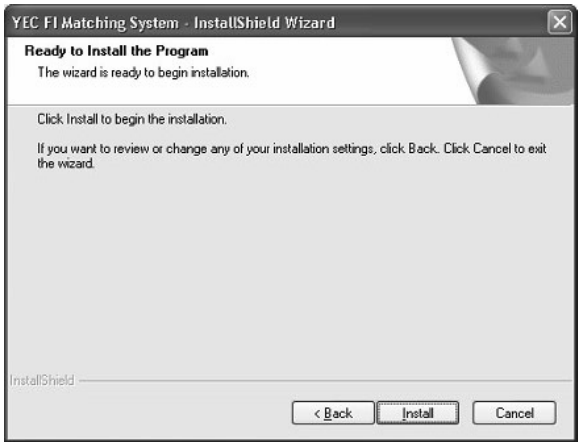


Fig. 6: Installation confirmation.

Select [Install] and installation starts. Upon finishing installation, Fig. 7 Setup completion screen is shown.

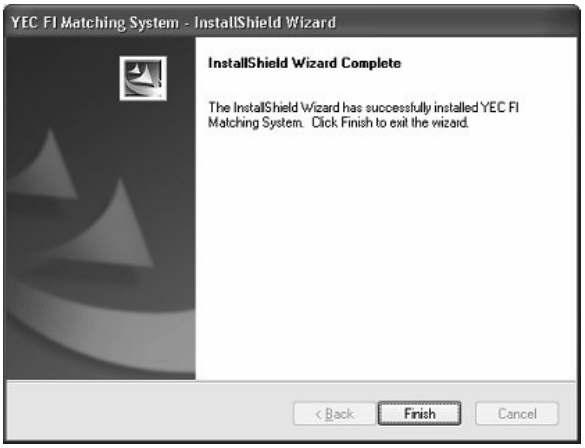


Fig. 7: Set up completion

When [Finish] is pressed, setup in completed.
Upon finishing setup, "YEC FI Matching System" shortcut is displayed on desktop and on start menu. Program maybe started from this shortcut.

1–6 Copy of base data

1–6–1 Copy procedures

Copy the base data stored in the installed CD to

“C:\YMS_DATA” manually.

Base data

Model year	Model	Name of base data	KIT ECU
2006	YZF-R6	R6-06_BaseData_00.ycz	2C0-8591A-70
2007	YZF-R6	R6-07_BaseData_00.ycz	2C0-8591A-71
2008	YZF-R6	R6-08_BaseData_00.ycz	2C0-8591A-80
2009	YZF-R6	R6-09_BaseData_00.ycz	2C0-8591A-90
2010	YZF-R6	R6-10_BaseData_00.ycz	2C0-8591A-91
2011	YZF-R6	R6-11_BaseData_00.ycz	2C0-8591A-92
2012 - 2016	YZF-R6	R6-16_BaseData_00.ycz	2C0-8591A-93 / 94
2007	YZF-R1	R1-07_BaseData_00.ycz	4C8-8591A-70
2008	YZF-R1	R1-08_BaseData_00.ycz	4C8-8591A-80
2009	YZF-R1	R1-09_BaseData_00.ycz	14B-8591A-70
2010	YZF-R1	R1-10_BaseData_00.ycz	14B-8591A-71
2011	YZF-R1	R1-11_BaseData_00.ycz	14B-8591A-72
2012 / 2013	YZF-R1	R1-13_BaseData_00.ycz	1KB-8591A-70
2014	YZF-R1	R1-14_BaseData_00.ycz	1KB-8591A-71
2015	YZF-R1	R1-15_BaseData_01.ycz	2CR-8591A-70
2016	YZF-R1	R1-16_BaseData_00.ycz	2CR-8591A-71

CAUTION:

Any combination of base data and ECU not shown above will generate an error.

Always use one of the above combinations.

1–7 Installing the USB driver

1–7–1 Before installation

Installation of the USB driver is required when connecting the interface cable to your computer for the first time. Connection to the ECU is not required when installing the driver.

* There are two installation methods.
(1) Install from the CD.
(2) If you cannot use the CD when you connect the interface cable for the first time, copy the driver files from the CD onto the computer and then specify the driver files to install them.
The driver files are in the “CDM v2.12.00 WHQL Certified” folder on the CD. Copy the whole folder onto the computer.

* The appearance of screens may differ depending the type of PC in use.

1–7–2 Installation Procedure

(1) Connect the KIT I/F cable to the USB port of the computer.

(2) When “CDM v2.12.00 WHQL Certified” is executed, setup program starts and Fig. 8. FTDI CDM Drivers screen is shown.

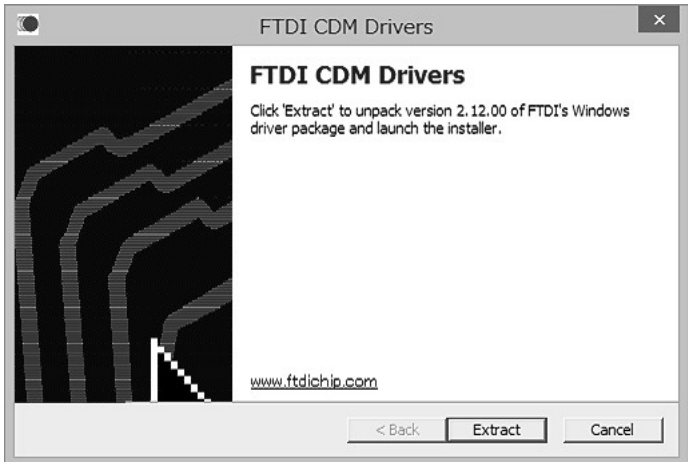


Fig. 8: FTDI CDM Drivers

(3) Select [Extract] and Fig. 9. Install Wizard screen is shown.

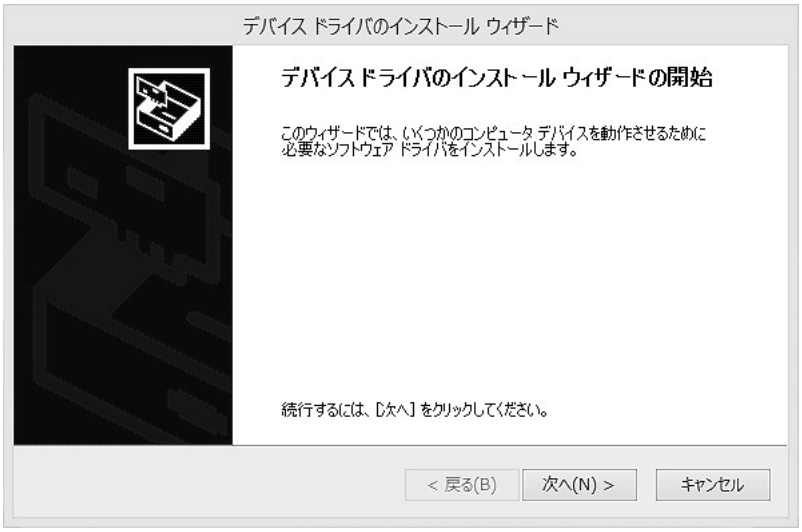


Fig. 9: Install Wizard

(4) Select [Next] and Fig. 10. Product License Agreement screen is shown.

Fig. 10: Product License Agreement

(5) Select [I agree] and [Next] to start the installation process.

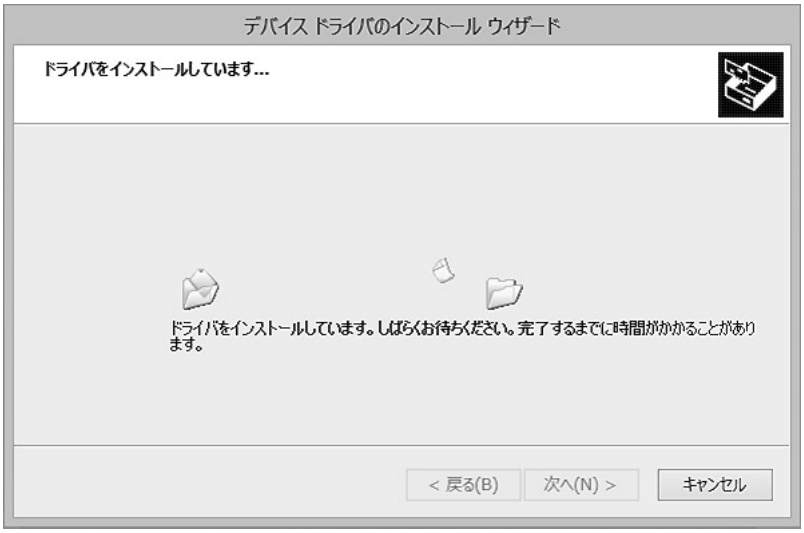


Fig. 11

(6) When the installation is complete, Fig. 12. Install Wizard completion screen is shown.

Fig. 12: Install Wizard completion

(7) Select [Finish] to exit the Install Wizard.

(8) Open the Device Manager. If “USB Serial Port (COM3)” is added to “Ports (COM & LPT)” and “USB Serial Converter” is added to “Universal Serial Bus controllers” as Fig. 13., all installation is complete.

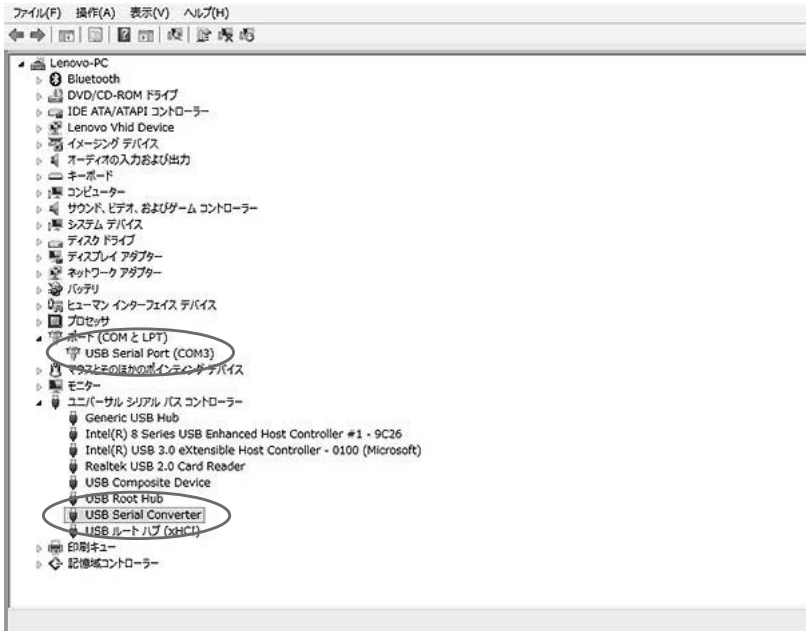


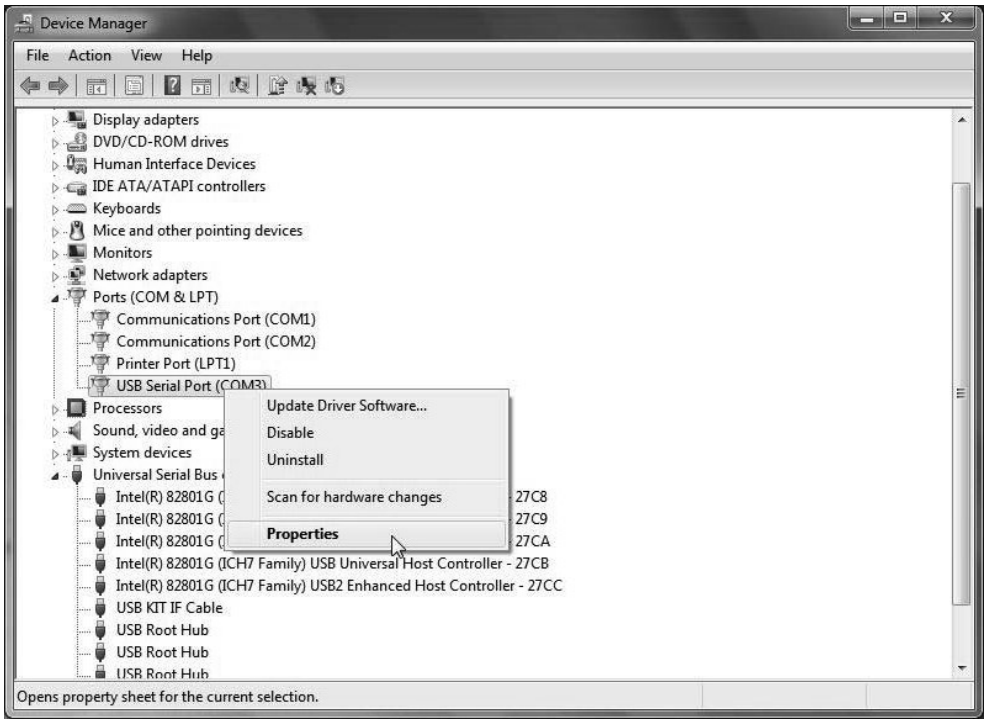
Fig. 13: Device Manager

1–7–3 How to Change the COM Port

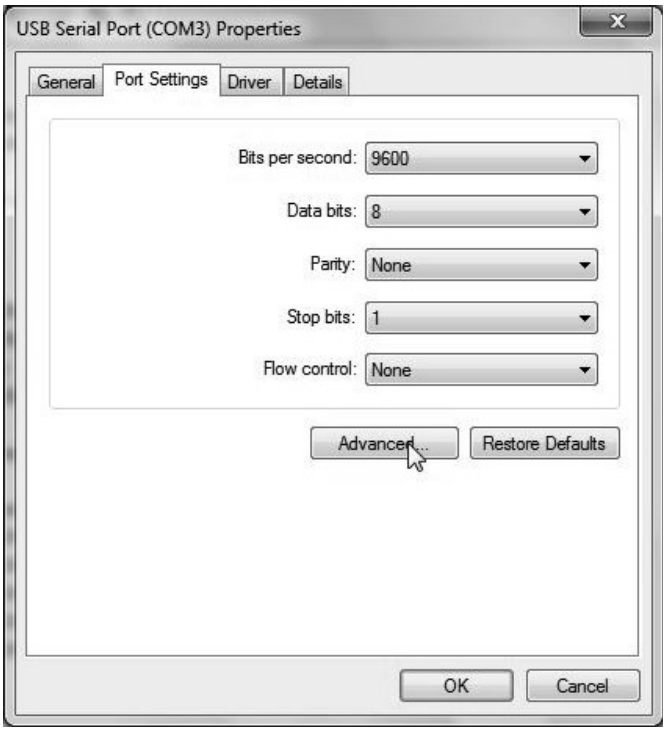
When two or more devices using serial ports are installed on a computer, the COM ports increase. (COM4, 5, 6...)

In case you cannot select a COM number (such as COM6), change it with a device manager.

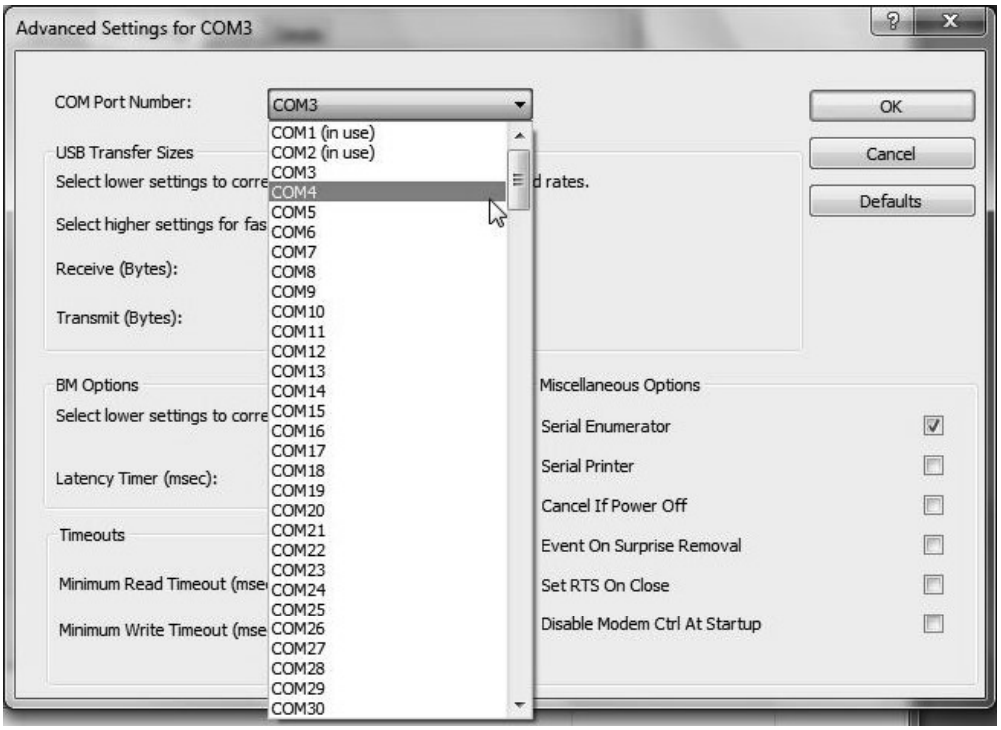
(1) Select the desired serial port and right click to open “Properties”.



(2) Select “Port Settings” and click [Advanced].



(3) Select the desired COM port in [COM Port Number] and click [OK].



Close the Device Manager and reopen it. The COM number is now changed.

CAUTION:

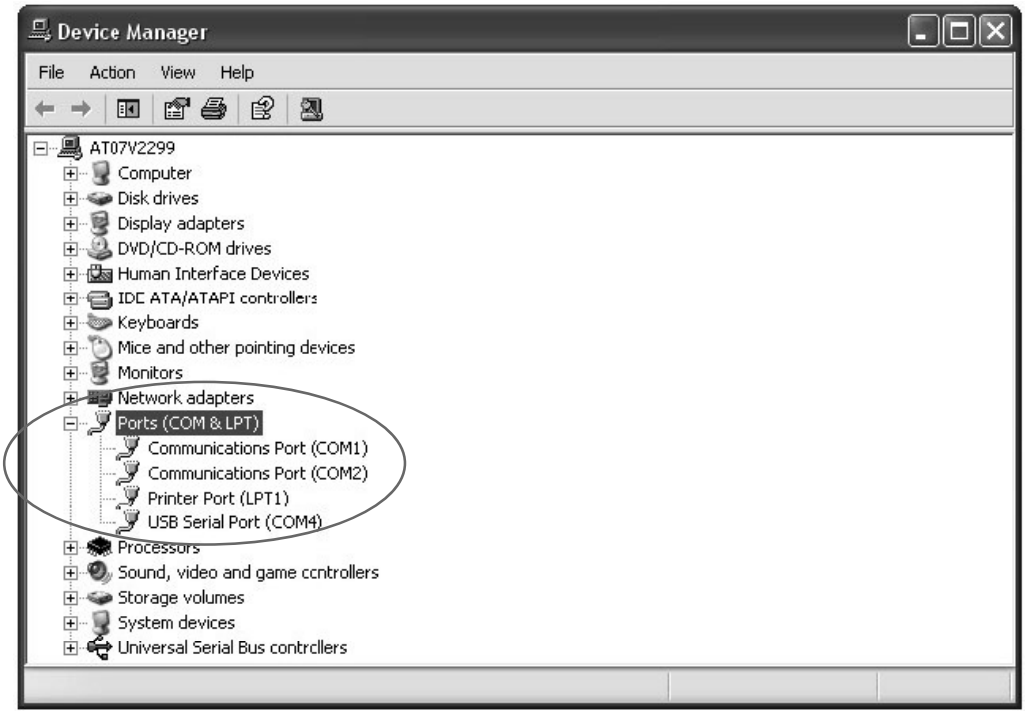
In the above screen, some COM numbers may be marked “in use”.
These are COM numbers that have been registered once to another device.
Selecting on of them now will write over the existing setting, so you may have to reset the original device when you next use it.

1–7–4 Uninstallation Procedure

(1) Connect the interface cable.

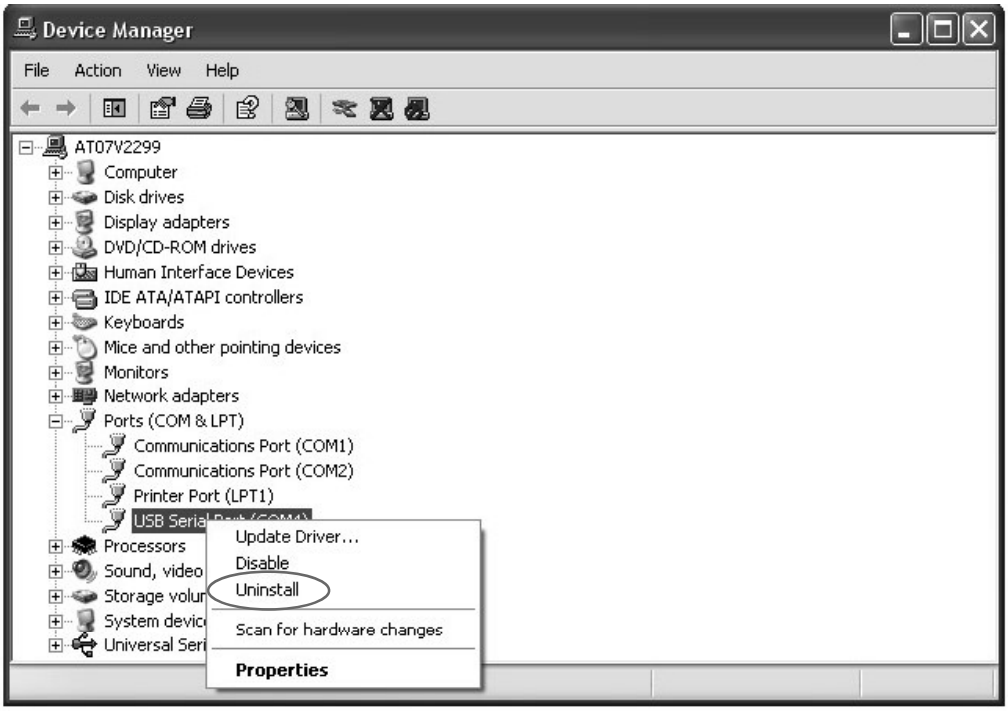
(2) Open “Device Manager”.

(3) Open “Ports (COM & LPT)”.

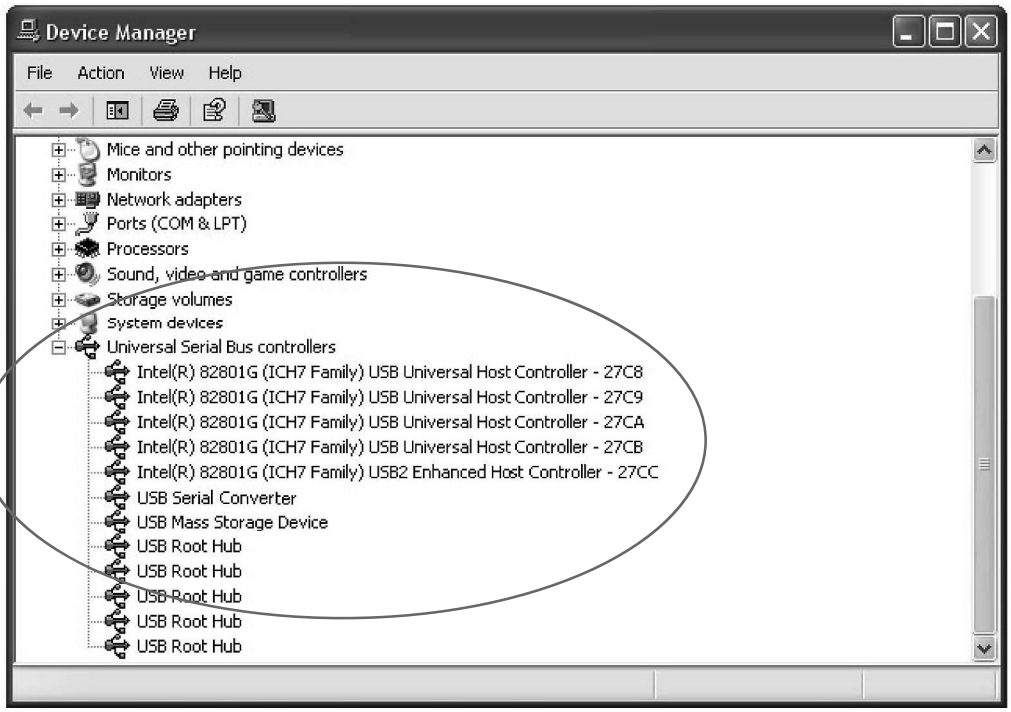


(4) Select the desired serial port and right click.

(5) Click [Uninstall].

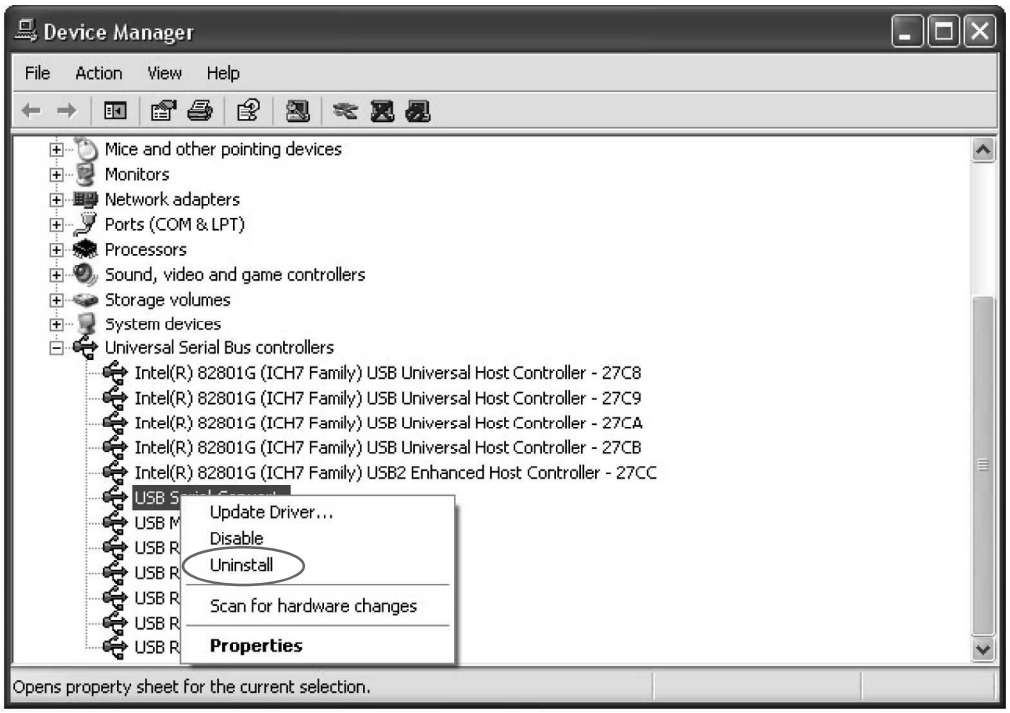


(6) Open “Universal Serial Bus Controllers”.



(7) Select “USB Serial Converter” and right click.

(8) Click [Uninstall].



*** If reinstalling the driver, you must first uninstall it.**

2 Outline of functions

The following functions are seen in the YMS.

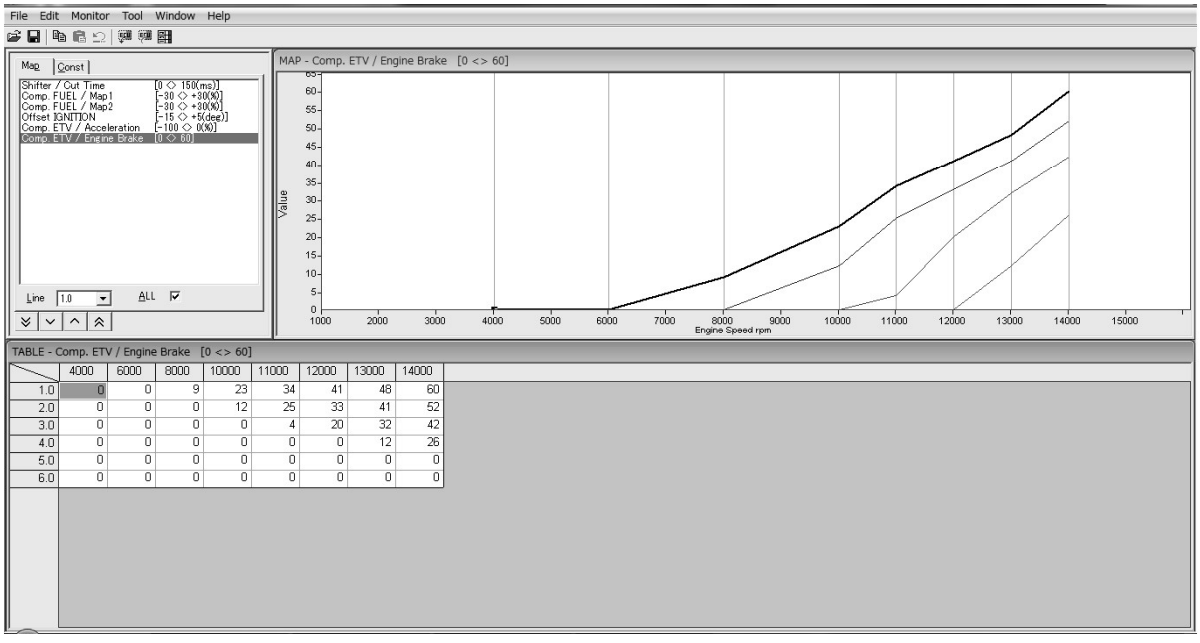
- To read data from ECU, edits fuel adjusting map and ignition map, and writes in ECU.
- To read saved data, and after confirming the contents and editing, writes in ECU.
- To read saved data, and compares with ECU data or other saved data.

2–1 YZF-R6

2–1–1 Function outline of the YEC FI Matching System

	Map items	Functions	Contents
(1)	Shifter / Cut Time	Sets ignition cut time by each gear	Setting possible by each gear within scope of 0 to 150 ms. When shifter/cut time (***)=0 ms is set, the selected gear flameout control can be ineffective.
(2)	Comp. FUEL / Map 1	Adjusts A/F	Corrects fuel amount by increasing-decreasing within range of ±30 As rough standard, change the value of ±5 and check the A/F Effective at 1,000 rpm and higher (Not corrected at less than 1000 rpm) Map 1 or Map 2 can be selected with the map switch. (For details on switching, refer to the R6 Racing Kit Manual.)
(3)	Comp. FUEL / Map 2		
(4)	Offset IGNITION	Corrects ignition time	Corrects ignition timing within the range of -15°CA to 5°CA (crank angle) Effective at 3000 rpm and above. (Does not make corrections at less than 3000 rpm).
(5)	Comp. ETV / Acceleration	Corrects ETV opening (Acceleration correction)	Corrects basic ETV opening within a range of -100 to 0. As rough standard, change the value of - 10 each time Example: Suppress unnecessary torque by input-ting -20 to the area of throttle opening revolution in rainy conditions

	Map items	Functions	Contents
(6)	Comp. ETV / Engine Brake	Corrects ETV opening (Engine brake correction)	Adjusts the throttle valve to correct basic ETV opening between 0 and 60 levels during deceleration (when the throttle grip opening angle is zero) and controls excessive (unnecessary) engine brake at different engine speed for each gear. However, the maximum controlling value will be automatically limited within the ECU depending on the target controlling range (engine speed). For example, even if the maximum controlling value is set to 60, it will not be reflected at 5000 rpm and lower. (Recommended engine brake control MAP) The following is a basic “engine brake control MAP” based on the measuring result of “reversed driving force (back torque), which is generated when a running vehicle slows down. Please carry out a test run based on this MAP and change the setting for each gear if necessary (increase or decrease each setting in the same tendency). Also, check the effect each time you make an adjustment (2 to 3 at maximum). (Difference of 1 level still shows a pronounced effect.) * This MAP is given under the assumption of a secondary speed reduction ratio of 2.81. Increase each controlling value if the actual speed reduction ratio is higher than this, and decrease if lower. * When entering controlling values on the MAP, be sure to enter 0 (zero) in the field at the intersection of 4000 rpm and 1.0 speed (top left).



	4000	6000	8000	10000	11000	12000	13000	14000
1.0	0	0	9	23	34	41	48	60
2.0	0	0	0	12	25	33	41	52
3.0	0	0	0	0	4	20	32	42
4.0	0	0	0	0	0	0	12	26
5.0	0	0	0	0	0	0	0	0
6.0	0	0	0	0	0	0	0	0

	Const items	Functions	Contents
(7)	Comp. FUEL / All Area	Adjusts A/F	Has same function as (2) Comp. Fuel and makes uniform correction of operation areas. Corrects increase-decrease of fuel amount within a scope of ±30.
(8)	Shifter / On Voltage	Sets speed shift start input voltage	Adjusting the Level of Shifter Control Starting Voltage When the voltage is over (or under) the preset value, the ignition is cut off. With the positive value at which the engine torque is through, the ignition is cut off over the preset value and with the negative value the ignition is cut off under the preset value. (Example) 2V: Igniting is cut off over 2V. -2V: Ignition is cut off under 2V. The setting range covers from -5.00 to 4.96V. Switching on using the kit harness requires 2.5V.
(9)	Comp. RAM Correction	Adjusts A/F relating to Ram pressure	Entered if there is discrepancy of A/F compared with the vehicle speed. Can be adjusted within the range of ±10.
(10)	Rev. Limiter Offset	Corrects revolution limiter	Can be corrected within a range of -1000 rpm to 0 rpm to existing value of revolution limiter.
(11)	Pit Road Limiter	For pit load control Setting of engine revolution limiter	Set within range of EG revolution range between 2000 and revolution limit rpm. Only effective in first and second gear.
(12)	Gear Ratio 1st 2nd 3rd 4th 5th 6th	Transmission selection	Transmission selection function Enter the ratio of each gear (number of wheel teeth/ number of pinion teeth)
(13)	Number of teeth (6th/Wheel)		Enter the number of teeth on the wheel side of the gear fitted with a sensor. (No. of teeth on wheel side of sixth gear)
(14)	VI (VARIABLE INTAKE)	VI starts operating. Determine the engine speed.	Set within range of EG revolution range between 5000 and revolution limit rpm.
(16)	Comp. IDL	Idling correction	Corrects idling. (Adjustable within a range of -1 to 2) Since the value specified in here will affect the entirety of engine speed (engine brake), use this operation only for maintaining appropriate idling engine speed.

2–1–2 Targets for setting of the YEC FI Matching System and precautions

(1) Shifter / Cut Time

In case ignition cut time is short: Shift loss is reduced but there may cause hard gear throws.

In case ignition cut time is long: Gear throws will be easier but shift loss will increase.

CAUTION:

If ignition cut time is too short, the drive system may be damaged.

(2) Comp. FUEL / Map 1 (3) Comp. FUEL / Map 2 (7) Comp. FUEL / All Area

Change at one time should be changes of 5 as rough standard and especially for changes on the reduction side, (in case of becoming thinner), pay attention to the A/F value while changing. Aim for A/F 12 to 13.

CAUTION:

If A/F is too thin, may relate to damage of the engine.

(4) Offset IGNITION

Adjust to the spark advancing side if too excessive, may possibly damage the engine. Sufficient care is needed when making adjustment. In case no change is seen when spark advancing is selected, or when at a loss to which side adjustment should made, it is recommended that adjustment be made to the spark retarding side.

CAUTION:

Adjusting to the spark advancing side may possibly damage the engine if too extreme.

(6) Comp. ETV / Engine Brake

CAUTION:

If open setting of the throttle is made to reduce engine braking, the engine revolution may not drop enough at corners and over-speeding may risk causing of serious accidents. Especially, a change in gear ratio, or the running on a course for the first time, will require paying of sufficient attention.

(9) Comp. RAM Correction

Use only when the A/F diverges with increased vehicle speed.

(11) Pit Road Limiter

For control of engine revolution, obtain the necessary engine revolution from the following formula and input the obtained value.

$$\text{Engine revolution} = \frac{\text{Target speed (km/h)} \times (\text{Primary speed reduction ratio} \times 1^{st}\ \text{gear ratio} \times \text{secondary speed reduction ratio}) \times 1000000}{60 \times \text{Outside diameter of rear tire (mm)}}$$

YZF-R6	Model	Gear ratio
Primary reduction gear ratio		2.07
1st gear ratio	STD	2.58
	'06KIT	2.16
	'06KIT-OP	2.31
	'07, '08, '09 A KIT	2.31
	B	2.47
	C	2.58

(12), (13) Gear Ratio / Number of teeth

YZF-R6	STD	A	B	C
Gear Ratio 1st	2.58	2.31	2.47	2.58
Gear Ratio 2nd	2.00	1.86	1.95	2.00
Gear Ratio 3rd	1.67	1.57	1.61	1.67
Gear Ratio 4th	1.44	1.39	1.44	1.47
Gear Ratio 5th	1.29	1.27	1.30	1.35
Gear Ratio 6th	1.15	1.14	1.15	1.18
Number of teeth (6th/Wheel)	23	25	23	26

CAUTION:

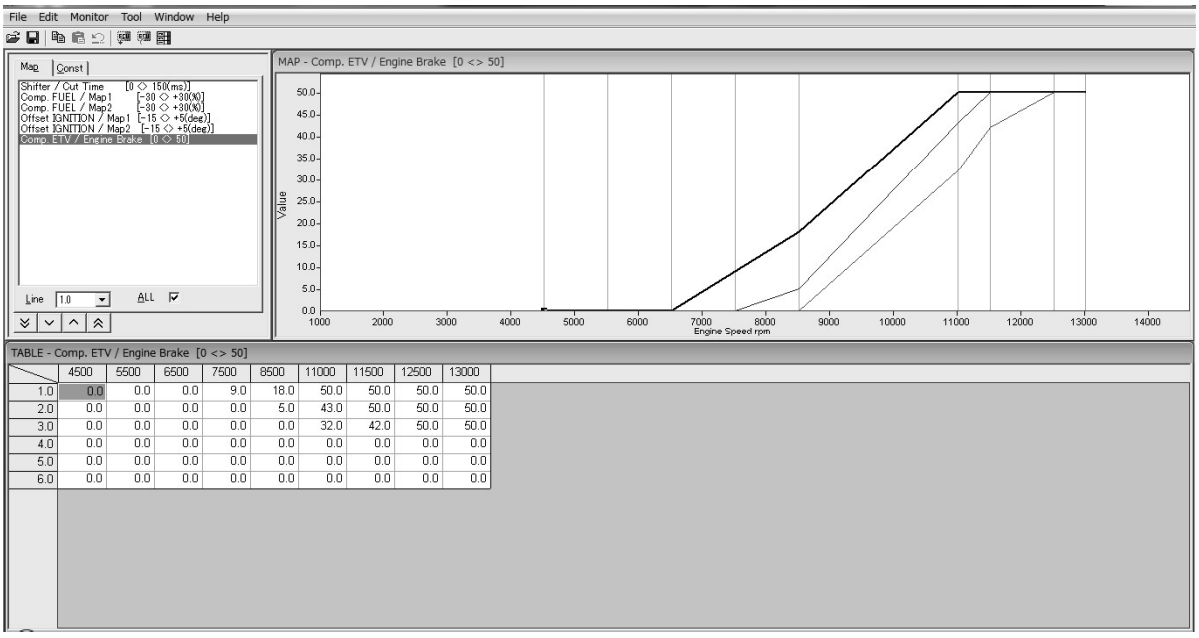
Set the mission selection function properly, otherwise Shifter/Cut Time does not function correctly.

2–2 YZF-R1

2–2–1 Function outline of the YEC FI Matching System

	Map items	Functions	Contents
(1)	Comp. FUEL / Map 1	Adjusts A/F	Corrects fuel amount by increasing-decreasing within range of ±30 As rough standard, change the value of ±5 and check the A/F Effective at 1,000 rpm and higher (Not corrected at less than 1000 rpm) Map 1 or Map 2 can be selected with the map switch. (For details on switching, refer to the R1 Racing Kit Manual.)
(2)	Comp. FUEL / Map 2		
(3)	Offset IGNITION / Map1	Corrects ignition time	Corrects ignition timing within the range of -15°CA to 5°CA (crank angle) Effective at 3000 rpm and above. (Does not make corrections at less than 3000 rpm). The map switch lets you change between Map 1 and Map 2 (For details on switching, refer to the R1 Racing Kit Manual.)
(4)	Offset IGNITION / Map 2		

	Map items	Functions	Contents
(5)	Comp. ETV / Engine Brake	Corrects ETV opening (Engine brake correction)	Adjusts the throttle valve to correct basic ETV opening between 0 and 50 levels during deceleration (when the throttle grip opening angle is zero) and controls excessive (unnecessary) engine brake at different engine speed for each gear. However, the maximum controlling value will be automatically limited within the ECU depending on the target controlling range (engine speed). For example, even if the maximum controlling value is set to 50, it will not be reflected at 5000 rpm and lower. (Recommended engine brake control MAP) The following is a basic “engine brake control MAP” based on the measuring result of “reversed driving force (back torque), which is generated when a running vehicle slows down. Please carry out a test run based on this MAP and change the setting for each gear if necessary (increase or decrease each setting in the same tendency). Also, check the effect each time you make an adjustment (2 to 3 at maximum). (Difference of 1 level still shows a pronounced effect.) * This MAP is given under the assumption of a secondary speed reduction ratio of 2.86. Increase each controlling value if the actual speed reduction ratio is higher than this, and decrease if lower. * When entering controlling values on the MAP, be sure to enter 0 (zero) in the field at the intersection of 4500 rpm and 1.0 speed (top left).



	Const items	Functions	Contents
(6)	Comp. FUEL / All Area	Adjusts A/F	Has same function as (2) Comp. Fuel and makes uniform correction of operation areas. Corrects increase-decrease of fuel amount within a scope of ±30.
(7)	Comp. RAM Correction	Adjusts A/F relating to Ram pressure	Entered if there is discrepancy of A/F compared with the vehicle speed. Can be adjusted within the range of ±10.
(8)	Pit Road Limiter	For pit load control Setting of engine revolution limiter	Set within range of EG revolution range between 2000 and revolution limit rpm. Only effective in first and second gear.
(9)	VI (VARIABLE INTAKE)	VI starts operating. Determine the engine speed.	Set within range of EG revolution range between 5000 and revolution limit rpm.
(10)	Comp. IDL	Idling correction	Corrects idling. (Adjustable within a range of -1 to 2) Since the value specified in here will affect the entirety of engine speed (engine brake), use this operation only for maintaining appropriate idling engine speed.
(11)	Comp. TCS	Settings related to traction control	Function to correct the outside diameter difference from tires installed on the vehicle as standard equipment Can be corrected within a range of -0.5 to 0.5.

2–2–2 Targets for setting of the YEC FI Matching System and precautions

(1) Comp. FUEL / Map 1 (2) Comp. FUEL / Map 2 (6) Comp. FUEL / All Area

Change at one time should be changes of 5 as rough standard and especially for changes on the reduction side, (in case of becoming thinner), pay attention to the A/F value while changing. Aim for A/F 12 to 13.

CAUTION:

If A/F is too thin, may relate to damage of the engine.

(3) Offset IGNITION / Map 1 (4) Offset IGNITION / Map 2

Adjust to the spark advancing side if too excessive, may possibly damage the engine. Sufficient care is needed when making adjustment. In case no change is seen when spark advancing is selected, or when at a loss to which side adjustment should made, it is recommended that adjustment be made to the spark retarding side.

CAUTION:

Adjusting to the spark advancing side may possibly damage the engine if too extreme.

(5) Comp. ETV / Engine Brake

CAUTION:

If open setting of the throttle is made to reduce engine braking, the engine revolution may not drop enough at corners and over-speeding may risk causing of serious accidents. Especially, a change in gear ratio, or the running on a course for the first time, will require paying of sufficient attention.

(7) Comp. RAM Correction

Use only when the A/F diverges with increased vehicle speed.

(8) Pit Road Limiter

For control of engine revolution, obtain the necessary engine revolution from the following formula and input the obtained value.

$$\text{Engine revolution} = \frac{\text{Target speed (km/h)} \times (\text{Primary speed reduction ratio} \times 1^{st}\ \text{gear ratio} \times \text{secondary speed reduction ratio}) \times 1000000}{60 \times \text{Outside diameter of rear tire (mm)}}$$

YZF-R1	Model	Gear ratio
Primary reduction gear ratio		1.634
1st gear ratio	STD KIT	2.600 2.440

3 Quick -manual

3–1 List of operations

3–1–1 Editing and writing in of ECU data

This is the operation procedure for reading in data from ECU, editing the fuel adjusting map and ignition timing map, and writing in ECU.

No.	Objective	Operation of YMS	Remarks
(1)	Startup of YMS	Double click for shortcut to YMS	
(2)	ycz File reading in	File > Open	Only YMS exclusive file
(3)	Reading in data from ECU	Tool > Read from ECU	Keep power to ECU ON.
(4)	Data content confirming, editing	Editing optional data of Map/ Const.	At this point, not reflected on ECU
(5)	Writing in data in ECU	Tool > Write to ECU	Keep power to ECU ON.
(6)	Title information editing	Tool > Title	Edit Title information as required
(7)	ycz File saving	File > Save as	Store file as required

3–1–2 Editing of saved data in files and writing in ECU

This is the procedure for reading in saved data (ycz File), checking contents, editing, and writing in ECU.

No.	Objective	Operation of YMS	Remarks
(1)	Startup of YMS	Double click for shortcut to YMS	
(2)	ycz File reading in	File > Open	Only YMS exclusive file
(4)	Data content confirming, editing	Editing optional data of Map/ Const.	At this point, not reflected on ECU
(5)	Writing in data in ECU	Tool > Write to ECU	Keep power to ECU ON.
(6)	Title information editing	Tool > Title	Edit Title information as required
(7)	ycz File saving	File > Save as	Store file as required

3–1–3 Comparison of data saved in files and ECU data

This is the operation for reading in saved data (ycz File) and comparing with ECU data or other saved data (ycz File).

No.	Objective	Operation of YMS	Remarks
(1)	Startup of YMS	Double click for shortcut to YMS	
(2)	ycz File reading in	File > Open	Only YMS exclusive file
(8)	Data comparison	Tool > Data Compare	
(9)	Comparison of edited data and ECU data.	Edit area with ECU > Verify	Keep power to ECU ON.
(10)	Comparison of other ycz File and ECU data.	File data with ECU > Verify	Keep power to ECU ON.
(11)	Comparison of editing data and other ycz File.	Edit area with File data > Verify	Only exclusive file for YMS

3–2 Explanation of operations

3–2–1 Editing and writing in of ECU data

This is the operation procedure for reading in data from ECU, editing fuel adjusting Map and ignition typing map, and writing in ECU.

(1) Startup of YMS

Double click short-cut to YMS on desk top “YEC FI Matching System.”

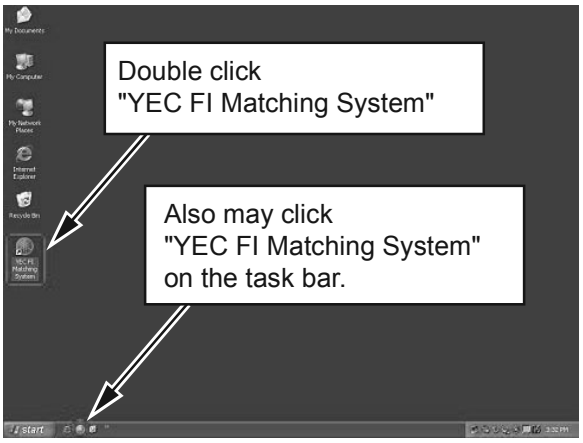


Fig. 14: startup of YMS

(2) Reading in ycz File

File > open First, read in the ycz File of the applicable model in.

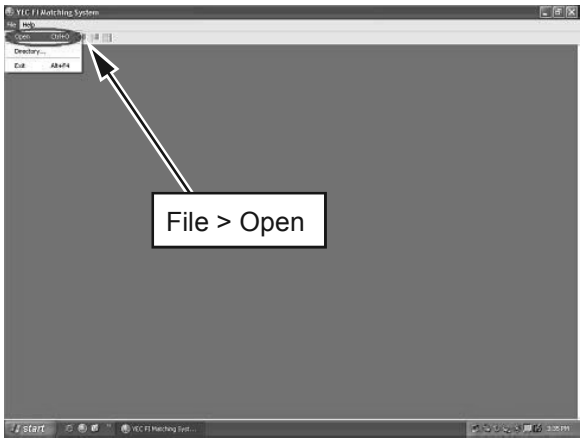


Fig. 15: Reading in of ycz File

(3) Reading in data from ECU.

Tool>Read from ECU

* At this time, keep power to ECU ON.

Read in is completed when “Complete” is displayed. Click “OK.”

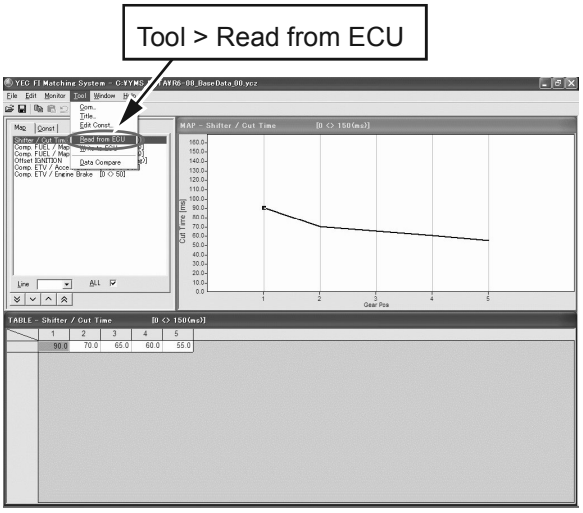


Fig. 16: Reading in data from ECU

(4) Confirming, editing contents of data

Edit optional data of Map/ Const.

* At this point, not reflected in ECU.

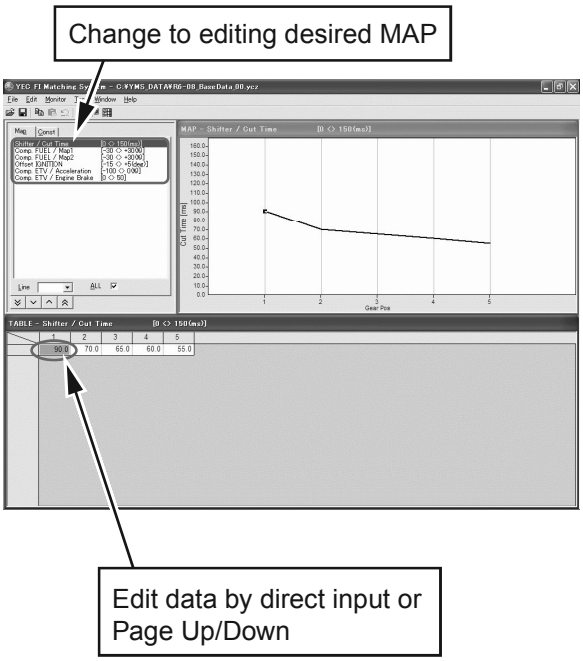


Fig. 17: Data editing (Map data editing)

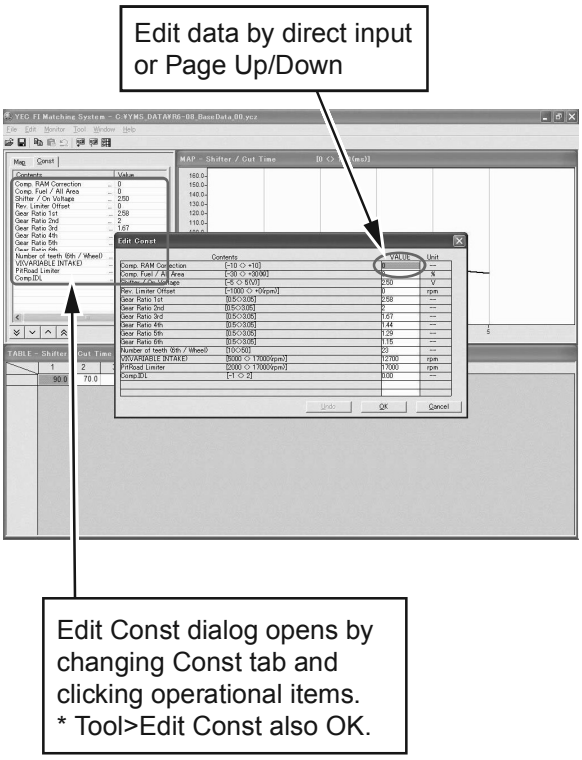


Fig. 18: Data editing (Const data editing)

(5) Writing in data to ECU

Tool>Write to ECU

* Keep power to ECU ON.

When “Data Write Complete Finished OK!!” is displayed, writing in is completed. Click “OK.”

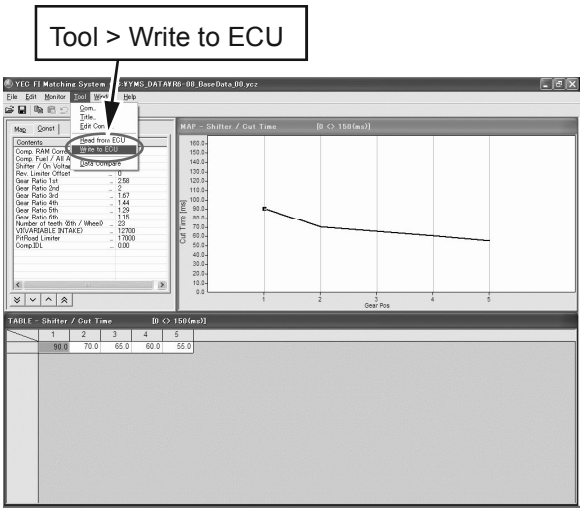


Fig. 19: Write in data to ECU

(6) Title information editing

* Title is edited as required.

Tool > Title

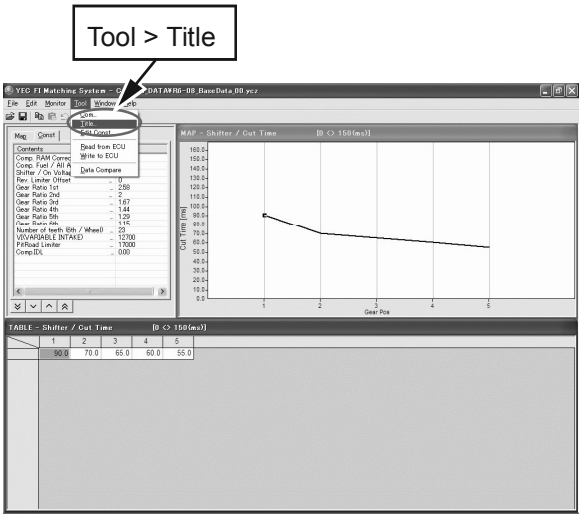


Fig. 20: Title Editor dialog startup

Select item on which editing is desired and click edit button for dialog startup of the edit title.

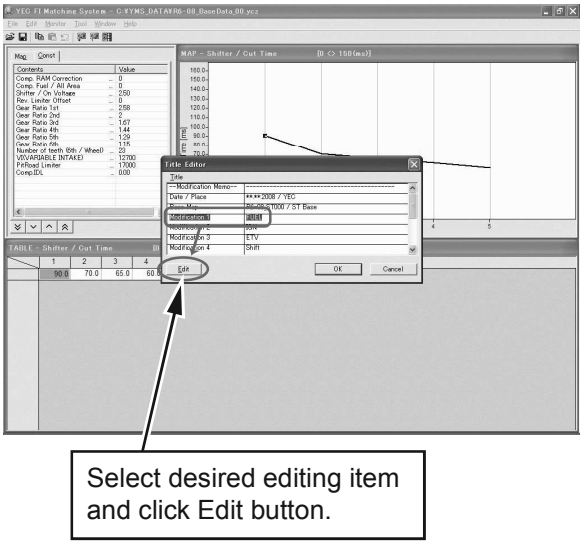


Fig. 21: Title Editor dialog

Edit optionally. Click OK to edit respective items

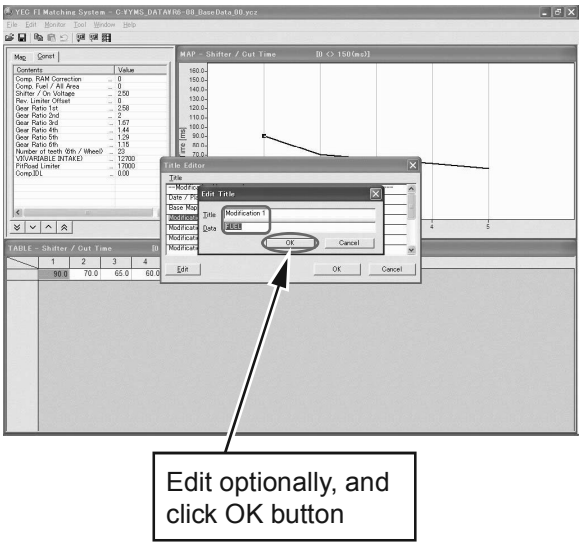


Fig. 22: Edit Title dialog

(7) Saving of ycz File

* Save files as required.

File > Save as

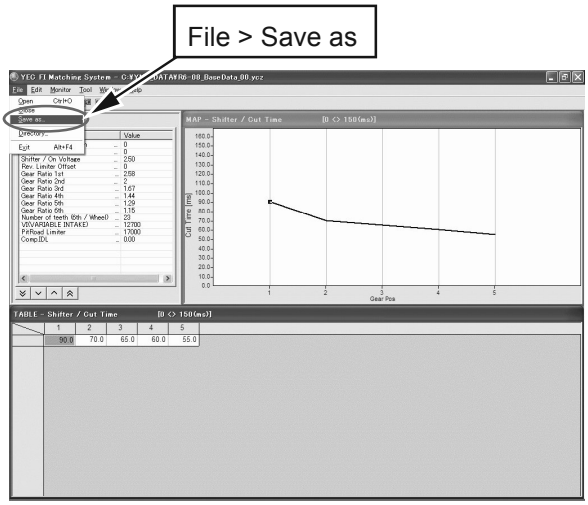


Fig. 23: Saving of ycz File

3–2–2 Editing of data saved in files as well as writing in ECU

This is the operation procedure when reading in saved data (ycz File), confirming of contents, then after editing, writing in the ECU.

(1) Startup of YMS is in accordance with 3-2-1, same as editing and writing in ECU data

(2) Read in ycz File.

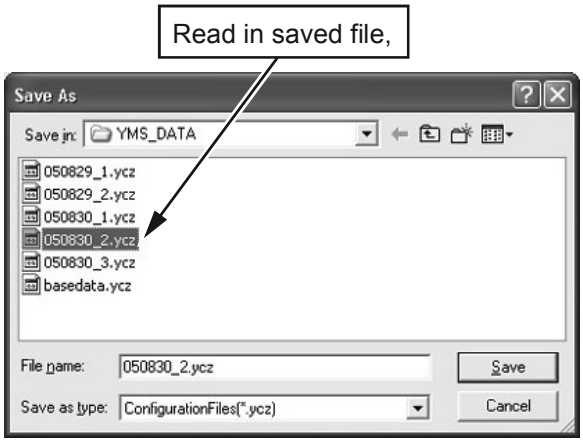


Fig. 24: Read in of ycz File

(3) Read in of data from ECU is not required when editing data saved in file.

(4) Data content confirming editing
Confirm that contents of data of Map/Const is the data desired for writing in ECU and edit if necessary.
* At this point, not reflected in ECU.
Conduct (5) Writing in data to ECU, (6) Title information editing (7) Saving of ycz File after data editing by the same procedure with that of 3-2-1. Editing and writing of ECU data.

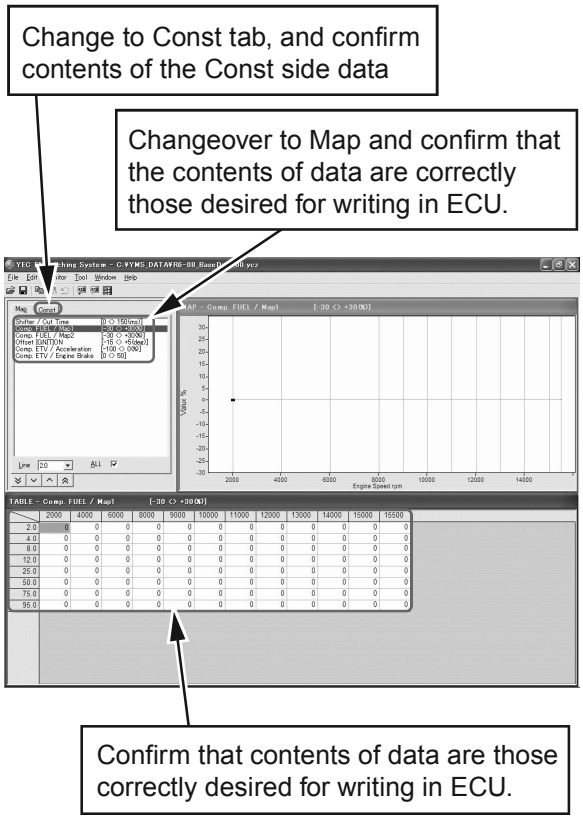


Fig. 25: Data content confirming editing.

3–2–3 Comparison of data saved in files and ECU data

This is the operation for reading in saved data (ycz File) and comparing with ECU data or other saved data (ycz File).

(8) Data comparison

Tool > Data Compare

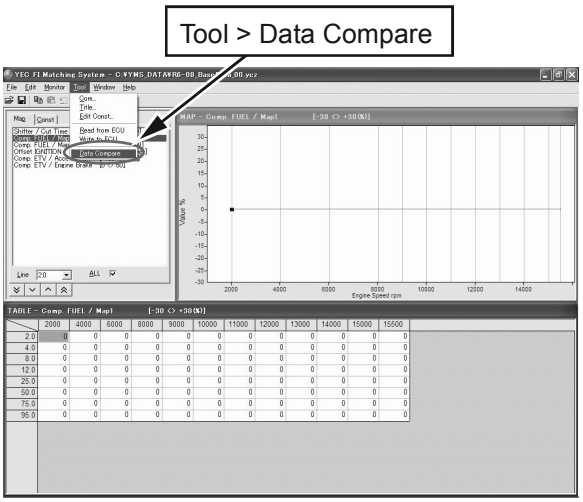


Fig. 26: Data comparison dialog startup

(9) Comparison of edit data and ECU data

In case it is desired to compare data presently being edited with ECU data, select “Edit area with ECU” and click Verify button.

* At this time, keep power to ECU ON.

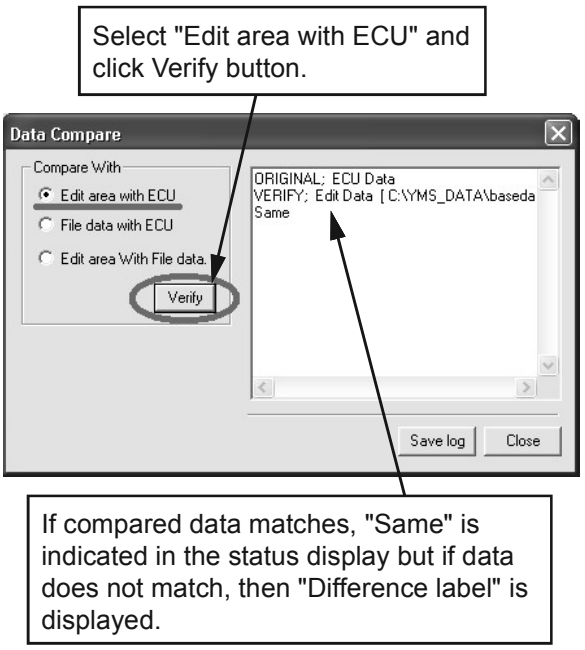


Fig. 27:
Data compare dialog (Edit area with ECU)

(10) Comparison of other ycz File and ECU data

In case it is desired to compare other ycz File and ECU data while leaving data presently being edited as it is, select “File data with ECU” and click Verify button.

Open the open file dialog and specify the other ycz Files desired for comparison with ECU members.

* At this time, keep power to ECU ON.

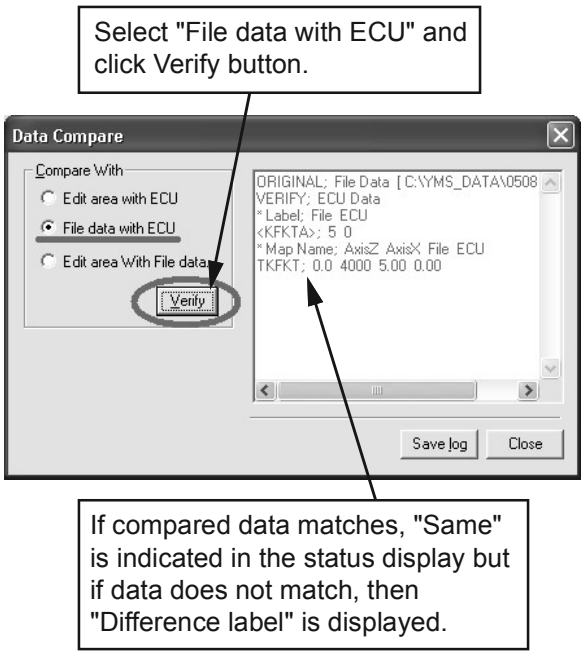


Fig. 28:
Data compare dialog (File data with ECU)

(11) Comparison of Edit data with other ycz File

In case it is desired to compare data presently being edited with other ycz File, select “Edit area with File data” and click Verify button.

The Open File dialog opens. Specify the other ycz File which you desire to compare with data presently being edited.

* ”Edit area With File Data” does not conduct ECU communication because of comparison between the data presently being edited and the ycz File.

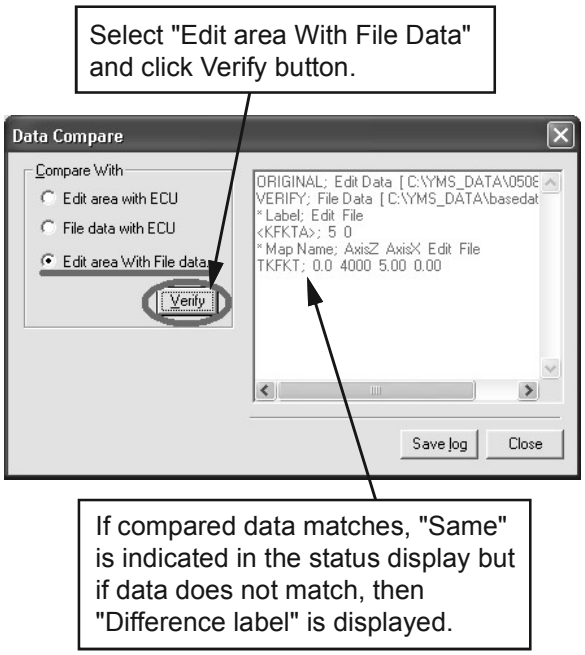


Fig. 29:
Data Compare dialog (Edit area with File data)

4 Explanations of screens

4–1 Editing screen

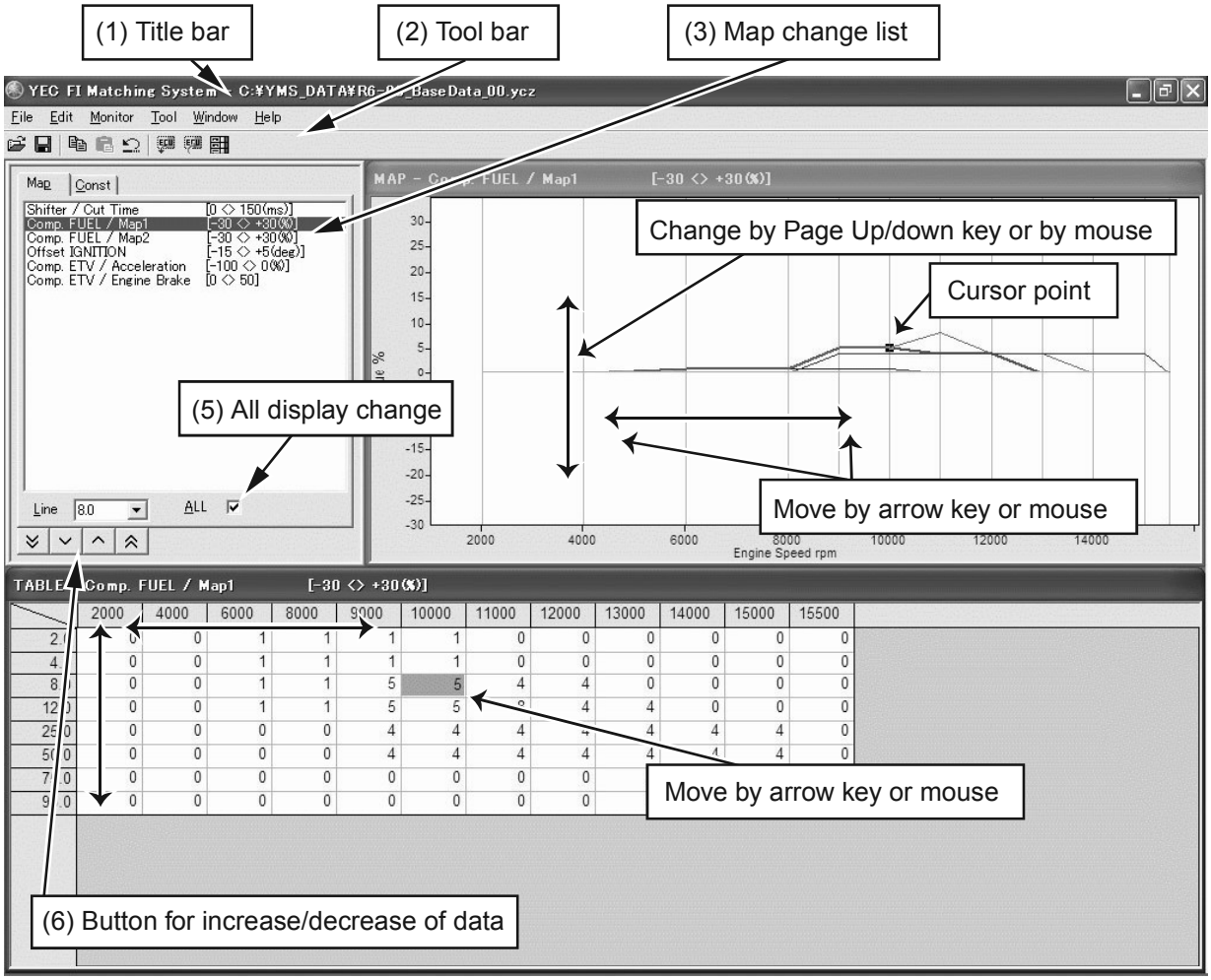


Fig. 30: Editing screen

(1) Title bar

Opened file names are shown by directory name on title bar.

(2) Tool bar

From the left

- Open :File-Open
- Save :File-Save
- Copy :Edit-Copy
- Paste :Edit-Paste
- Undo :Edit-Undo
- Read from ECU :Tool-Read data from ECU
- Write to ECU :Tool - Write data to ECU
- Edit Const :Tool-Open Edit Const dialog

(3) Map change list

Map tab: Displays a list of labels of MAPs to be edited, and when the cursor is pointed to a Label, the Map of the Label is displayed on the MAP window and on the Label MAP.

Const tab: Displays Const. List which may be edited. When list is clicked. Edit Const. dialog is opened.

(5) ALL display change

When checked, all lines of the MAP graph are displayed and when the check is removed, only the selected lines are displayed.

(6) Button for increase/decrease of data

 Button: Data of selected cell are reduced by tenfold of minimum increments

 Button: Data of selected cell are reduced by minimum increments

 Button: Data of selected cell are increased by tenfold of minimum increment

 Button: Data of selected cell are increased by minimum increments

4–2 Function explanation

4–2–1 Graph editing function on MAP screen

- Data editing function on graph point

  Clicking on graph: Graph is selected and also the editing point of the revolution nearest to the clicked point is selected.

  Drag and drop of graph data: Edit point is selected with left button down. By moving up and down, changed to the editing point nearest to the release point. (Direction of revolution is not changed)

4–2–2 MAP editing function on TABLE screen

Editing by key inputting is possible. When a value outside the data settable range is imputed, a warning message dialog is displayed and a value for which data settable value is automatically set.

* When a figure key or minus key is inputted, becomes in a cell editing status and key inputting status. Also becomes in a cell editing status by double clicking of the mouse.

- Editing of axis cell

  Revolution axis, throttle opening axis may both be numerically inputted or may be changed by [Page Up]/[Page Down] keys. The input value is limited by the maximum input range or by the value of the adjacent cell value.

CAUTION:

The Comp. FUEL / Map 1 axis and Comp. FUEL / Map 2 axis (engine rotation and throttle opening) are common. When either one is changed, the same value is reflected on the other.

4–2–3 Selecting of plural cells, editing, copy function on the TABLE screen

When in a status with cursor at an optional cell, drag by mouse and a plural cell selecting status is seen.

* When a numerical key or minus key is inputted, becomes in a cell editing status with key inputting status. Double clicking of the mouse releases multiple cell selection and becomes in cell editing status.

4–2–4 Pasting function of plural cell data on TABLE screen

Data array copied in a plural cell selecting status may be pasted by {Ctrl} + {V} key on any optional cell other than the revolution increment and throttle opening increment axis cells. Also, plural cell data copied from Excel, etc. may be pasted via the clip board.

* However, when plural cell data is copied on the clip board, posting cannot be made in a plural cell selecting status.

In case pasting of data array exceeding the cell range in which pasting on the Table is attempted, the data exceeding the pasting possible range is ignored, The pasted data is consistently rounded to a minimum increment figure. In case of values outside the data settable range, the limit value within the settable range is automatically set.

TABLE - Comp. FUEL / Map1 [-30 <> +30(%)]

	2000	4000	6000	8000	9000	10000	11000	12000	13000	14000	15000	15500
2.0	0	0	1	1	1	1	0	0	0	0	0	0
4.0	0	0	1	1	1	1	0	0	0	0	0	0
8.0	0	0	1	1	5	5	4	4	0	0	0	0
12.0	0	0	1	1	5	5	8	4	4	0	0	0
25.0	0	0	0	0	4	4	4	4	4	4	4	0
50.0	0	0	0	0	4	4	4	4	4	4	4	0
75.0	0	0	0	0	0	0	0	0	0	0	0	0
95.0	0	0	0	0	0	0	0	0	0	0	0	0

Fig. 31: Table

5 Pull down menu

5–1 File

Open	Ctrl+O	••Open data file
Close		••Close file to which read in made
Save as...		••Attach name and save.
Directory...		••Display directory setting dialog
Exit	Alt+F4	••End YMS

* Close, Save, as...care not displayed in the pull down menu until read in of data file is made.

5–1–1 Open

Open ycz File.

[Open dialog]

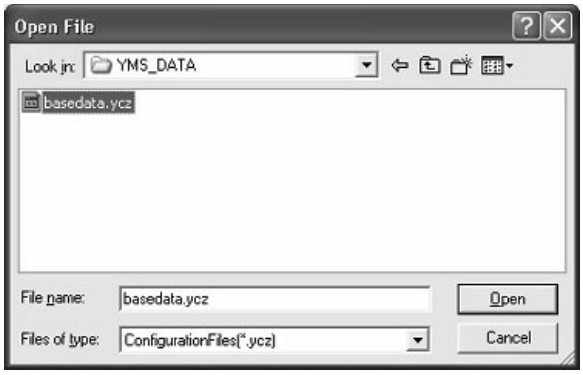


Fig. 32: Open dialog

5–1–2 Close

Close the ycz File being edited.
In case data editing was made from the file opened time or the file save time, a message to check whether data being edited may be closed without file saving is shown.

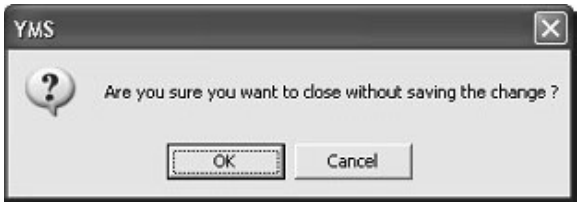


Fig. 33:
Close confirming message
(With difference to file)

Also when data editing was made from the time "Tool>Read from ECU" or "Tool>Write to ECU was conducted, a close confirming message is shown to check whether closing may be made without writing to EUC of data being edited.

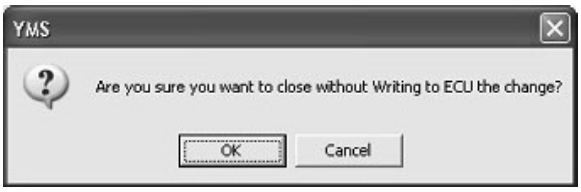


Fig. 34:
Close confirming message
(With difference to ECU)

5–1–3 Save as...

A name is attached to the ycz File being edited and saved.
A Windows standard Save As dialog opens for saving with a name attached to the file.
File being edited may be given an optional name and saved. It is also possible to overwrite an existing file and save.

[Save as dialog]

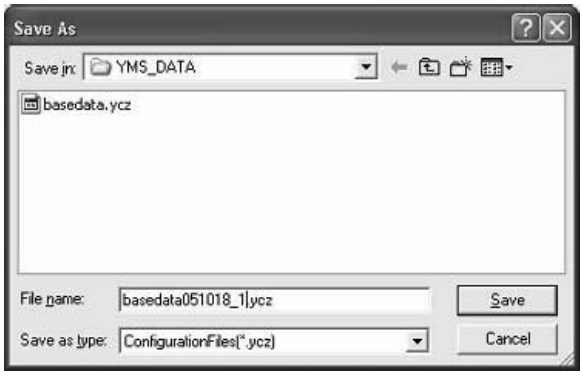


Fig. 35: Save As dialog

5–1–4 Directory...

A Default directory is set.
A folder to be opened by default when conducting File>Open, File>Save as, may be set. The set contents are registered and opened by default at the next startup time.

[Directory setting dialog]

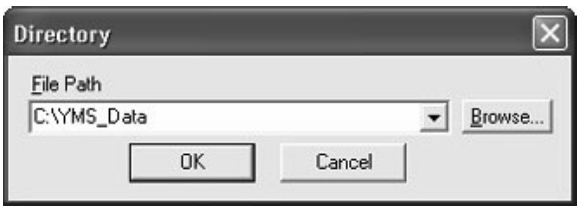


Fig. 36: Directory setting dialog

5–1–5 Exit

Application is ended.

5–2 Edit

Undo	Ctrl+Z	••Return
Copy	Ctrl+C	••Copy
Paste	Ctrl+V	••Paste

5–2–1 Undo

When data is changed or revised with the data editing screen, the changes are cancelled.
The data change information for Undo is kept by each Map.

5–2–2 Copy

Cell data selected on the Table Display screen is stored in the clip board.
With plural cell selected status, the selected plural cell data is saved in the clipboard.

5–2–3 Paste

Pastes data in the clip board by the Table Display screen.
In case there is a copied data array of plural cell selected status in the clip board, array data is pasted in plural in the right downward direction from the cell with the cursor. Data which is crowded out from the Table display screen become invalid.

5–3 Monitor

Monitor... Ctrl+M	••Monitor dialog is displayed
Item set...	••Item setting dialog of the monitor is displayed.

5–3–1 Monitor

Processed value inside ECU is displayed simplified. Functions at less than 4000 rpm by a simplified monitor for function confirming (diagnosis) such as input sensor, etc. Since it is not a real time display, transient changes cannot be confirmed.

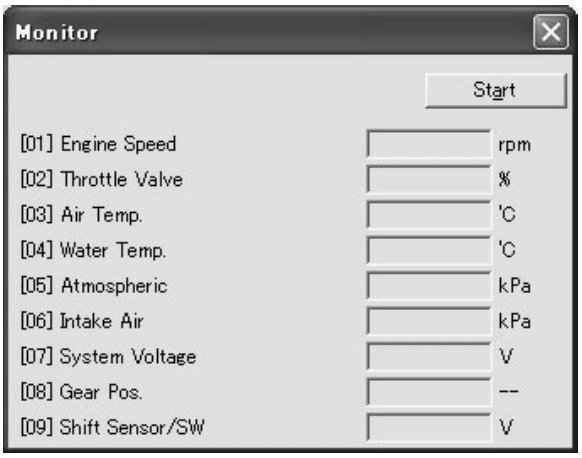


Fig. 37: Monitor dialog

(1) Start button

Starts communications. When communication is started, the inscription changes to "Stop." When pressed during communications, communication is ended and the inscription returns to "Start." Also, communication ends when the dialog is closed.

5–3–2 Item set

Open set monitor data dialog and set Items.

[Set monitor data dialog]

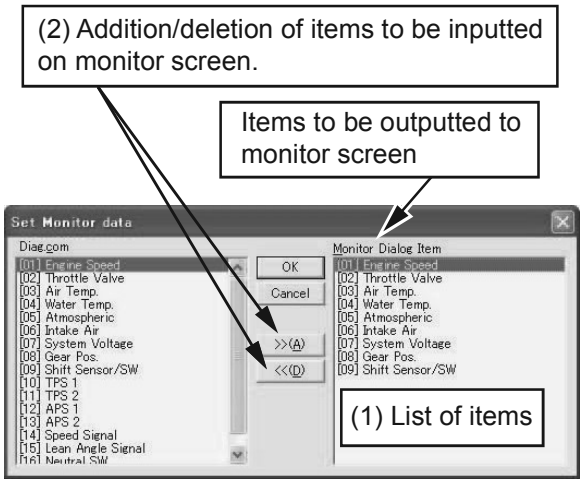


Fig. 38: Set monitor data dialog

(1) List of items

(2) List of monitor dialog items

>>[A] Addition of items

<<[D] Deletion of items

Items selected as monitor dialog items are automatically stored when YMS.exe is ended.

5–4 Tool

Com...	••Com port selecting dialog is displayed
Title...	••Title setting dialog is displayed
Edit Const...	••Edit Const dialog is displayed
Read from ECU	••ECU data is read in as editing data.
Write to ECU	••Data being edited is written in ECU
Data Compare...	••Data compare dialog is displayed

5–4–1 Com

Selection of Communications port

A KIT interface cable (13S-8533A-70) is required for communication with a KIT-ECU. Select the Com port by the setting procedure as follows:

Setting procedure

Automatic setting function

(1) Check “Auto Select” in the Com Port setting dialog of the YMS.

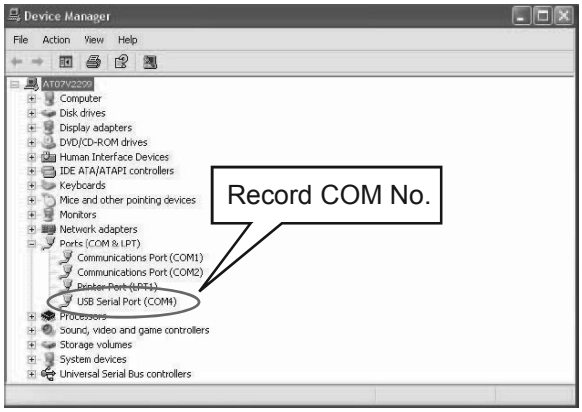


Fig. 39

Manual setting

(If normal communication is not achieved with the automatic setting function, Com Port can be set manually.)

(1) Connect the interface cable to the computer.

(2) Right-click on "My Computer" and open "Properties".

(3) From "Property", open "Hardware" and then "Device manager".

(4) Record the USB Serial Port COM number.

(5) Uncheck "Auto Select" in the Com Port setting dialog of the YMS.

(6) Designate the Communications port number recorded in the YMS Communications port dialog box and click on OK. That concludes the setting.

[Com Port setting dialog]

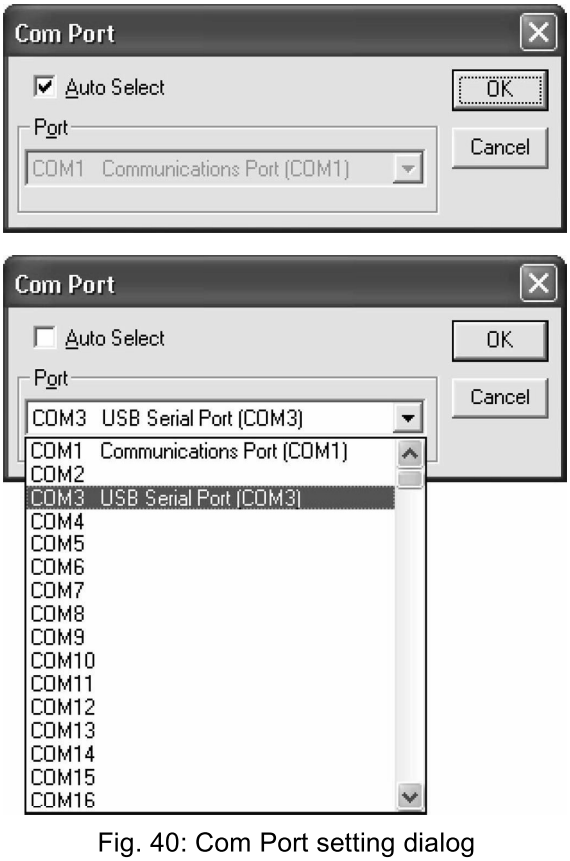


Fig. 40: Com Port setting dialog

5–4–2 Title

Items of [Title] of set file (*.ycz) are displayed and edited.

[Title setting dialog]

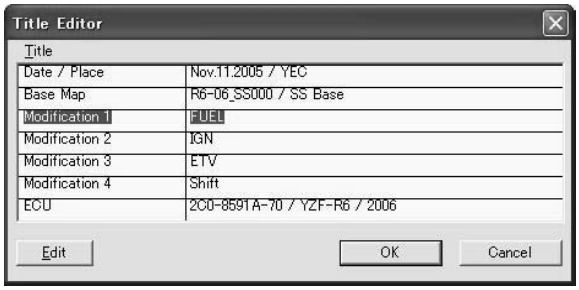


Fig. 41: Title setting dialog

Data items being edited by title setting dialog are selected and when the Edit button is pressed, Edit Title dialog is opened.

[Edit title dialog]

Fig. 42: Edit Title dialog

5–4–3 Edit Const

Display [Calib] items and display and edit the physical quantity (value) of the item.

When a value outside the data settable range in inputted in data editing, warning message dialog is displayed and a limit value within the settable range is automatically set.

(2) Undo button
Undoes the editing contents

(3) OK button
Finalizes the editing contents and closes the dialog.

(4) Cancel button (X button)
Scraps the editing contents without finalizing and closes the dialog.

[Edit Const dialog]

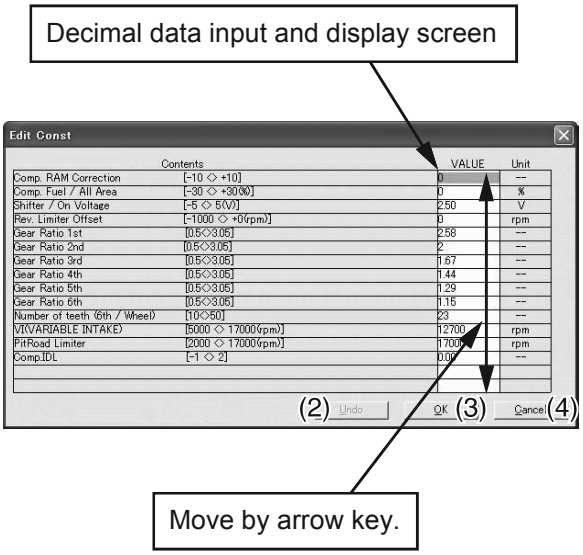


Fig. 43: Edit Const Dialog

5–4–4 Read from ECU

Reads data from ECU and writes in editing area as edit data.
When executed, progress is displayed and when data reading is completed, "Complete" is indicated.
If reading in fails, a message reading "Failed to correspond with ECU, Read Error Address :XXXX " is displayed.
In case communication with other ECU is attempted, a message reading "ECU type is different" is displayed by model distinguishing check.
Each message closes by pressing OK button.

* When the monitor dialog is opened, this function cannot be executed.

5–4–5 Write to ECU

Write in editing area data to ECU.
When executed, progress is displayed and when data reading in I completed, message reading "Data Write Compete Finished OK!!" is displayed.
If reading in fails, a message reading "Failed to correspond with ECU, Write Error Address: XXXX" is displayed.
When communication with other ECU is attempted, a message reading "ECU type is different" is displayed by model distinguishing check.
The respective messages are closed by the OK button.

* This function cannot be executed while the dialog is opened.
* After transferring of data, shut off the ECU power supply once. When switched on again, the transfer data become effective.

5–4–6 Data Compare

Open the Data Compare dialog.

[Data Compare Dialog]

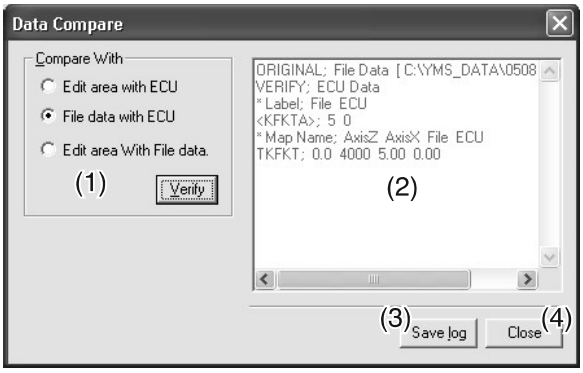


Fig. 44: Data Compare Dialog

(1) Compare With

Edit area with ECU: Making setting to compare edit area data and ECU data.

File data with ECU: Making setting to compare data of ycz File with data of ECU.

Edit area with File data: Making setting to compare data being edited with data of ycz File.

Verify button; Read in data in accordance with the setting and compare data.

(2) Status display

Press verify button to display executed results.

Display format

1st line, comparison origin data name

2nd line, comparison destination data name display

3rd line and subsequent, Label names with data differences. Displayed in the order of "comparison origin data," "comparison destination data,"

In case there are differences in Map data. "Map name,"; "Number of data differences" are displayed.

(3) Save log button

Verify results are saved in text file.

(4) Close button

Close dialog.

5–5 Window

All	Alt+A
Monitor Dialog	

•• Change All displays and Single displays of graph displayed on Map screen.

•• Shift cursor to Monitor screen when Monitor screen is being displayed.

5–5–1 All

Change Graph displayed on the Map screen to All and Single. In the All status, menu checking is made. The same action is taken with F4 also.

5–5–2 Monitor Dialog

Shift cursor to Monitor screen when the Monitor screen is being displayed.

5–6 Help

Open Version dialog to display version information.

[Version dialog]

Fig. 45: Version dialog

Published by YAMAHA MOTOR ENGINEERING co., LTD