DCCDPro USB Tuning Guide

<u>Important Note:</u>
The DCCDPro UNI controller should be fully installed and functionally tested prior to doing any usb tuning.
It comes pre-programmed from the factory as a fully functioning unit with my standard settings pre-programmed.
The usb tuning functions and the DCCD controller have been fully tested together so ensuring that it is installed correctly before tuning is vital to knowing that the system is properly installed.

**<u>Instructions on how to connect to your laptop/pc:</u>**

1. Download* and install FTDI USB/TTL driver.
2. Plug in the cable provided with purchase.
3. Download* DCCDPro tuning software and copy to a directory of your choice.
4. Start the software by double clicking on the "DCCDPro.exe" file.

*All downloads are linked in my website downloads section.

5. The software will appear as below at startup.
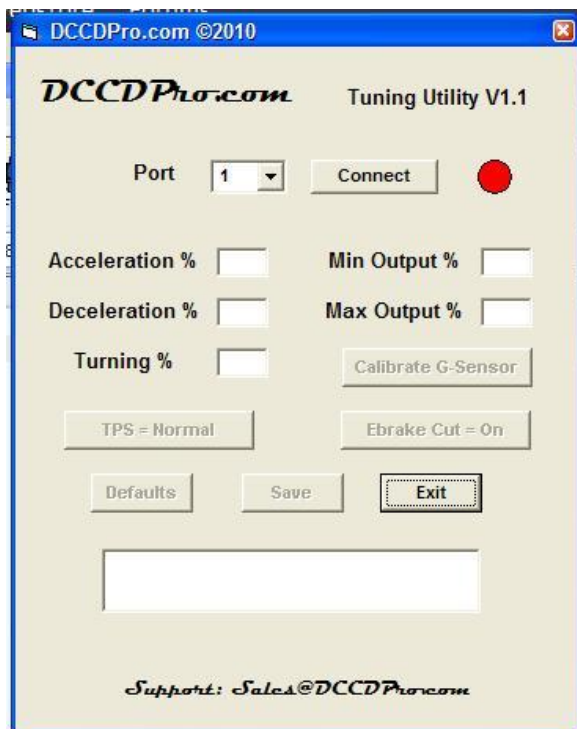
6. Select your appropriate com port from the "Port" pull down menu .
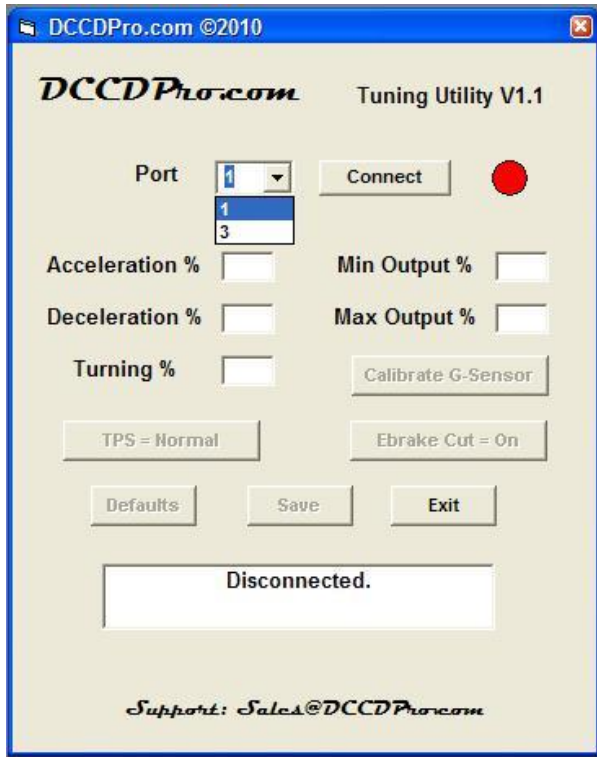
7. Turn the car key to the on position, to provide power to the DCCDPro.
   Wait 2-3 seconds for the controller to fully boot up.

8. Click on the connect button. The software will now try to communicate with the DCCDPro controller. It should be very fast, so if you see this screen (yellow indicator) for too long please disconnect, select another port and try again.
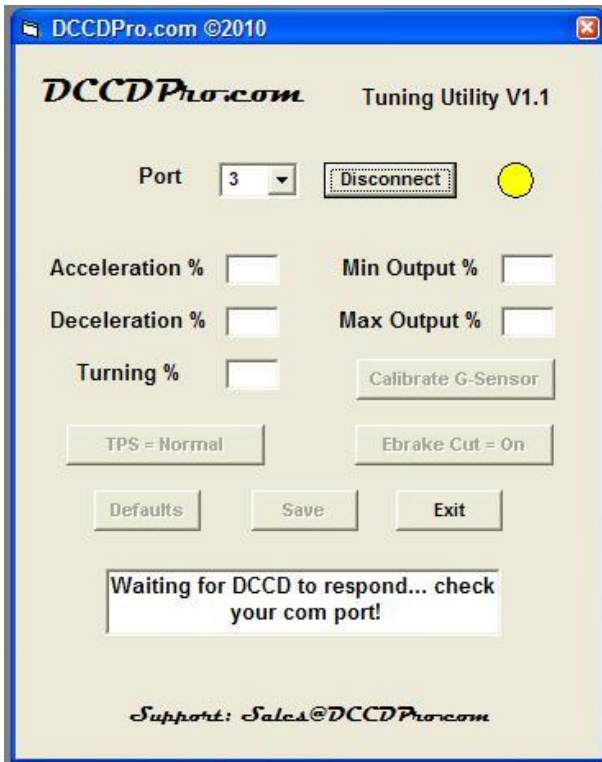
9. Here is an example of a successful connection. The indicator turns to green and the data you see in the various parameters is the actual data from the DCCD controller.

10. You can now make adjustments to the various parameters, or perform configuration functions.

11. **Settings:**

Acceleration: the range of input here is from 0-200, the units are a percentage of my defaults. This setting affects the lockup as you accelerate.

Deceleration: the range of input here is from 0-200, the units are a percentage of my defaults. This setting affects the lockup as you decelerate.

Turning: the range of input here is from 0-200, the units are a percentage of my defaults. This setting affects the opening of the diff as you turn.

Min Output: the range of input here is from 0-100, the units are a percentage of my defaults. This setting affects the minimum lockup allowed by the system at all times.

Max Output: the range of input here is from 0-100, the units are a percentage of my defaults. This setting affects the maximum lockup allowed by the system at all times.

TPS Button: you can "reverse" the tps scaling using this button.
This is usually only done on older cars pre-1994 with 5.0v-0.0v tps signals. (The "Normal" setting is used from most cars.)

Ebrake Cut Button: you can turn on/off the ebrake cutout functionality.
Turning it "off" simply means that the ebrake will no longer stop output when it is pulled.

Calibrate G-Sensor Button: you can manually recalibrate the g-sensor with this function, prior to performing this function park the car on level ground and have the driver sitting in the drivers seat and the g-sensor properly affixed to a reasonably level surface. Do not move around in the car for 3 seconds after starting the procedure. This will compensate for slight imperfection in the mounting glue or the surface the g-sensor is affixed to.

Default Button: this button loads the factory settings into the window.

Note: After making any changes the software will prompt you to press the "save" button to save the changes to the rom in the microcontroller. This is when the changes you have made will be activated. They will be activated immediately and you do not need to restart the vehicle after changing any of the settings.

12. Once you are satisfies with the settings, press the disconnect button or press exit.