



ECB-1

User Manual



P/N 3911 kit does not include flex fuel sensor. The ECB-1 is compatible with GM P/Ns 13577429 and 13577379

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1. Flex Fuel & Lambda

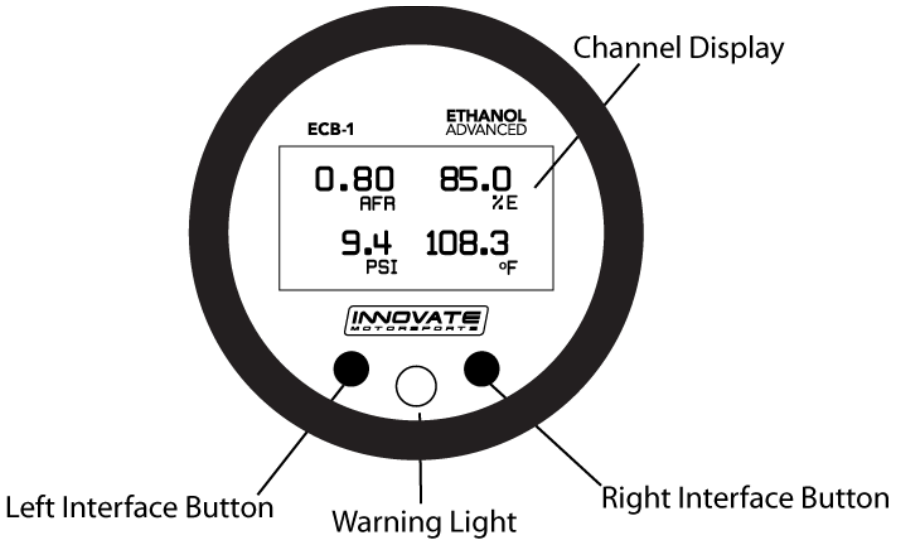
Even though E85 is assumed to be 85% ethanol and 15% gasoline from the pump, the true blend can vary significantly from one fuel fill up to another. This of course has to be taken into account in the tune, especially in high performance ethanol fueled applications. It is for this reason that it is important to not only monitor the ethanol content percentage, but also measure the air/fuel values with different blends.

When measuring air/fuel ratio in a flex fuel system, it is important to understand that different fuels have different stoichiometric values and therefore different scales. This can greatly affect how the values are interpreted. As seen in the table below, the stoichiometric value and the display scale for each fuel differs. Since the blend of ethanol is ever changing so will the relative stoichiometric value. The easiest solution to interpreting the changing stoichiometric values is to use **lambda (λ)** as the unit of measure instead of air/fuel ratio. The stoichiometric value in lambda is 1 regardless of the fuel type. It is for this reason that the **ECB-1 comes set from the factory displaying lambda**. This is a user definable option, meaning the ECB-1 can also be programed to display AFR for nearly any fuel type.

Fuel Type	Stoichiometric A/F Ratio (Display Range)	Stoichiometric Lambda Value (Display Range)
Gasoline	14.7 (7.35 AFR to 22.4 AFR)	1 (.5 λ to 1.5 λ)
Ethanol	9.0 (4.5 AFR to 13.5 AFR)	1 (.5 λ to 1.5 λ)
E85 (85% ethanol, 15% gasoline)	9.8 (4.9 AFR to 14.7 AFR)	1 (.5 λ to 1.5 λ)

2. ECB-1

The ECB-1 is a four-in-one, ethanol content %, fuel temperature, boost pressure, and wideband air/fuel ratio gauge. Although it can be operated stand alone, it has digital I/O for integration with other Innovate Motorsports MTS compatible products and four configurable analog outputs for integration with piggy back or stand-alone ECU's as well as external data loggers. The following section will help you get familiar with the ECB-1.



1. Channel Display

- The ECB-1 has three different displays modes that can be cycled through on the main screen with the left and right interface buttons. The channels displayed in the single, dual, and quad channel displays are user defined from the setup menu.

2. Status or Error display

- When in the single or dual channel display, the upper right hand viewport of the ECB-1 is reserved to display any O2 sensor or flex fuel sensor error codes that might be present.

3. Interface Buttons

- Pressing either the left or right interface buttons will allow you to cycle through the 3 different display modes.
- From the main screen, pressing and HOLDING the left interface button will put the gauge in setup mode. Once in setup mode, pressing and HOLDING both interface buttons together will move you to the menu or main screen. The gauge will revert back to the main screen if no there have been no button presses for 15 seconds.
- To clear Peak boost, press and HOLD the right while in one of the main channel displays.

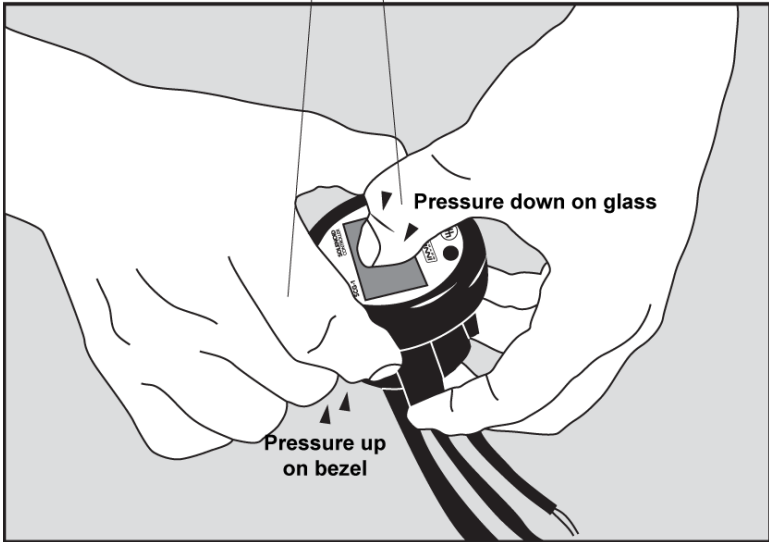
4. Warning Light

- Illuminates when trigger for the target boost alarm is reached.

1.1 Changing the ECB-1's gauge face and/or bezel

1. Lay the ECB-1 face down and remove the three #2 phillips screws from the outside rim of the back plate.
- 2.

Pull the bezel (black ring) upwards to remove. **Thumb must be pressing down on the glass**



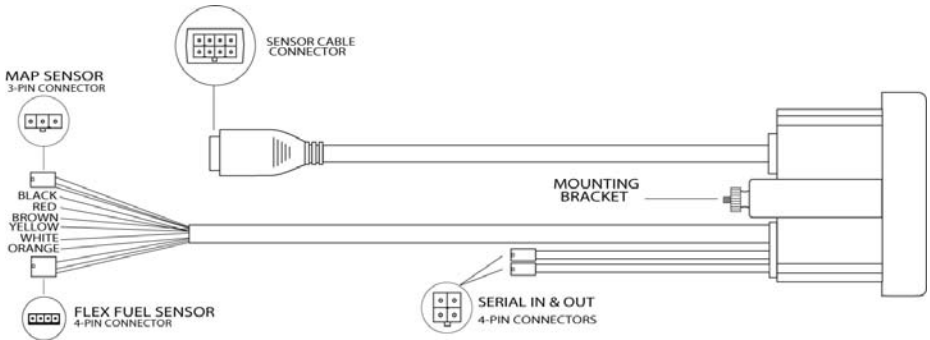
* When disassembling, be careful not to lose the clear plastic light pipe from the warning light opening as it can fall out.

** Pulling the bezel upwards while NOT holding the glass down can potentially damage the EFB-1.

3. Configure the gauge as desired by changing the gauge face and/or bezel.
4. Make sure every piece is positioned correctly using the locating tab and reassemble the gauge.
5. Reinstall the three #2 phillips screws verifying that the buttons are not binding on the gauge lens.

2 Installation

2.1 Wiring



The ECB-1 has 6 stripped wire leads:

- 1 Connect the **RED** wire to an isolated switched 12V source in your vehicle. A switched 12V source goes ON as soon as “key on” power is active. The circuit to which you will pull power from should be able to support a 3 amp draw. Make sure this connection is protected with a 5A fuse (not supplied.)



Circuits that share power with the vehicle’s stereo, ignition system, ECU, lighting, or fuel pump should not be used. When in doubt, create an additional circuit using an automotive relay available at any automotive parts supplier. See the next section for a relay installation diagram.

- 2 The **BLACK** wire should be grounded to a solid ground source. The best possible ground source would be the battery ground (-) post.



If other Innovate Motorsports devices are going to be daisy-chained along with the ECB-1, it is recommended that all devices be connected to a single ground point, ideally the battery ground (-) post.

- 3 Connect the **WHITE** wire to a headlight power wire (a wire that goes hot with 12V when the headlights are on)). This enables the display to dim for better nighttime viewing. **DO NOT CONNECT THIS WIRE TO THE HEADLIGHT DIMMING WIRE.** Connection to this rheostat type of switch will cause the gauge to malfunction. If you chose not to utilize the dimming feature, connect the WHITE wire to ground.

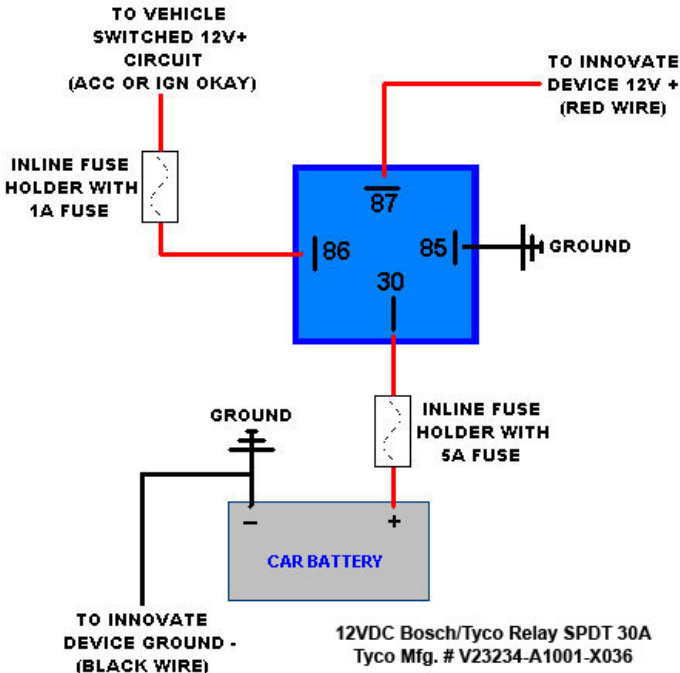
- 4 *Optionally*, the **YELLOW** (Wideband), **BROWN** (Ethanol %), and/or **ORANGE** (Fuel Temp) analog outputs can be connected to the analog inputs of other devices such as data loggers or programmable ECUs. If any of these wires are not being used, isolate and tape the wire(s) out of the way.

The analog outputs are fully programmable with the LM Programmer software. The factory default analog outputs are as follows:

Wire Color	Channel	Min	Max
Yellow	Wideband	0V = .5 λ 0V = 7.35 (Gasoline)	5V = 1.5 λ 5V = 22.39 (Gasoline)
Brown	Ethanol %	0V = 0% Ethanol	5V = 100% Ethanol
Orange	Fuel Temp	0V = -40 degF	5V = 257 degF

It is assumed that the ECB-1 and the device the analog output is being feed to are already sharing the same 'ground'. In a vehicle, this is generally true, but there can be small offsets in voltage when devices are grounded to, the chassis at different points. You can minimize these offsets by sharing a good, common ground point.

2.1.1 Single Innovate Device Relay Wiring Instructions



2.2 Gauge Mounting and Routing

The ECB-1 gauge fits in any standard 2 1/16" (52mm) gauge pod. Mounting of the gauge should be done in such a manner that the cables are not being forcefully pulled and strained from the gauge itself. Route the sensor cables avoiding contact with the exhaust system and other vehicle components that could damage the cable. Also avoid routing the cables near ignition components or other sources of RF (radio frequency) and EMI (Electromagnetic interference) noise.

2.3 Wideband Oxygen Sensor Setup

2.3.1 Oxygen Sensor Placement

Optimum bung placement will vary from application to application, but using the guidelines below will ensure the longest sensor life with the most accurate readings. Using a bung is the preferred method for mounting the oxygen sensor in all applications.

- Weld the bung at least **24 inches downstream** of the exhaust port outlet (after the collector), or **24 inches after the turbocharger** if so equipped. The bung should be welded before the X or H pipe if so equipped.
- Using a clock as reference, mount the bung between the **9:00 o'clock and 3:00 o'clock position**. Welding the bung in the lower section of the exhaust pipe can result in sensor damage caused by condensation making contact with the sensor's internal heating element.
- A **1" bung** (provided in the kit) will best protect the sensor. When fully threaded, the sensor's tip will sit flush with the exhaust pipe, this does **not** adversely affect the readings.
- The bung should always be welded before the Catalytic Converter. Welding the bung after the catalytic converter will skew the readings toward lean. The skew in readings will vary with engine load and the efficiency of the catalytic converter.
- Leaded fuel and two stroke applications will reduce the sensor's life. There are many other factors that dictate the sensor's lifespan so it is impossible to predict it's total longevity.
- Exhaust leaks, camshaft overlap, and open (shorty) exhausts will cause false lean readings at light engine loads. Typically, once the

engine is under load and the exhaust gas volume increases, you will see accurate readings.

- When installed in the exhaust, the oxygen sensor must be connected to a powered, functional ECB-1 (no error codes) whenever the engine is running. An un-powered sensor will be damaged in a short period of time when exposed to exhaust gas.
- Do not pre-warm the sensor before starting the engine, simply start the engine as normal. Allowing the sensor to pre-warm before starting the engine will increase the possibility of damaging the sensor from shock-cooling.
- The maximum temperature of the sensor at the bung (the sensor mounting location) should not exceed 500 °C or 900 °F. If these temperatures are exceeded in your application you should install the Innovate Motorsports HBX-1 heat sink bung extender. (p/n 3729.)



As the O2 sensor measures the oxygen content of the exhaust gas to provide an accurate O2 reading, even a small pin-hole leak in a poorly welded sensor bung will effect the accuracy and performance of your O2 sensor. Remember, any deviation from the instructions provided for proper sensor installation will lead to inaccurate O2 readings.

2.3.2 Sensor Calibration

Once the unit has been wired and a suitable location has been found for both the gauge and the sensor, it is time to perform the sensor calibration. Innovate Motorsports' 'Direct Digital' wideband measurement principal allows you to calibrate the sensor to compensate for sensor wear. This procedure takes just a few moments and it will ensure the most accurate readings throughout the oxygen sensor's life. This procedure is required anytime a NEW oxygen sensor is installed.

The calibration procedure requires that the oxygen sensor be in **free air**, this means removed from the exhaust system completely.

1. With the **sensor disconnected**, apply power to the ECB-1.

Confirm that the wideband channel displays "O2 E2." This is an error code, indicating that no sensor is detected. If needed, use the interface buttons to change the display screen until the wideband channel is shown. Leave unit powered on for a minimum of 30 seconds.

2. **Power down** the ECB-1 and attach the oxygen sensor using the cable provided. When making these connections, make sure they are fully seated and locked. Again, make sure that the sensor is in free air (not in the exhaust).
3. **Power up** the ECB-1.

The ECB-1 will start warming up the sensor, this is indicated the display by showing "O2 HTR." After 30-60 seconds, the display will switch from "O2 HTR" and quickly flash "O2 CAL", indicating that the sensor is being calibrated.

The calibration procedure has completed and the system is now ready for use.



Important: You can disconnect and reconnect the sensor and sensor cable for installation without losing your calibration. However, if you power up the ECB-1 without a sensor connected, **your calibration will be reset** (see step #1 above).

2.3.3 Calibration Schedule

Normally aspirated (daily driver)

- Calibrate before installation of new sensor
- Calibrate new sensor again after 3 month of use
- Thereafter calibrate once a year or every 20,000 miles, whichever comes first

Turbo Application, daily driver (tuned rich)

- Calibrate before installation of new sensor
- Calibrate new sensor again after 3 month of use
- Thereafter calibrate twice a year or every 10,000 miles, whichever comes first

Race Application

- Calibrate before first installation of new sensor
- Calibrate once per race weekend

2.4 Flex Fuel Sensor

P/N 3911 kit does not include flex fuel sensor. The ECB-1 is compatible with GM P/Ns 13577429 and 13577379



The installation of the flex fuel sensor requires knowledge of the fuel system. Improper installation can lead to catastrophic failure, and damage to vehicle and/or persons. It is highly

recommend that the flex fuel sensor be installed by a reputable professional mechanic.

- The flex fuel sensor will report both ethanol content and fuel temperature.
- The sensor fittings are 3/8" SAE quick-disconnect male on both ends.
- Plan for the flex fuel sensor installation. Additional fuel hose and adapters (not included) might be necessary to successfully install the sensor.
- The sensor can be installed in the feed or return line. Because of possible fuel restrictions, installation of the sensor in the return line might be the best choice.
- Before disconnecting any fuel line connections make sure to depressurize the fuel system.
- The orientation of the flex fuel sensor is not important, it can be mounted in any direction.
- **Check for fuel leaks and address them accordingly before driving the vehicle!**

2.4.1 Flex Fuel Sensor Wiring

1. Fish the flex fuel sensor's 4 pin connector cable through the firewall, to the ECB-1 gauge. Make sure to leave enough strain relief.
2. Connect the sensor's female 4 pin connector to the male 4 pin connector on the gauge.
3. Connect the Delphi 3 pin connector to the flex fuel sensor.

2.5 MAP Sensor

- 1 The MAP sensor MUST be installed with the hose fitting facing down.** It is very important that the sensor be isolated from heat, mounted away from all ignition and/or other potential RF emitting sources, and protected against excessive vibration.

The MAP sensor has two 1/8" holes that can be used to secure the sensor. Another viable option to mount the sensor is to use a high temp safe double-sided mounting tape.

- 2** Locate a vacuum source on the intake manifold, it must be after the throttle body. Connect it to the hose fitting on the sensor. Use the provided "T" and hose to make this connection if needed. To secure the hose use tie-wraps or hose clamps.

2.5.1 MAP Sensor Wiring

- 1 Fish the MAP sensor's three pin connector through the firewall and to the ECB-1 gauge.
- 2 Connect the sensor's male three pin connector to the female 3 pin connector on the gauge.

3 Gauge Setup Options

3.1 Entering Setup Configuration

The ECB-1 can be configured directly from the gauge itself or by connecting it to a computer with the LM Programmer software.

3.1.1 Configuration using ECB-1's interface buttons

1. From the main screen, press and HOLD the left interface button to put the gauge in setup mode
2. Pressing either the left or right interface buttons will allow you to cycle through the 18 different setup parameters in the menu.
3. Once the desired setup parameter is displayed, press and HOLD the left interface button to make a change. Once the parameter's configuration has been entered it will start flashing.
4. Make changes by using the left or right interface buttons.
5. Once in setup mode, pressing and HOLDING both interface buttons together will move you to the menu or main screen. The gauge will revert back to the main screen if no there have been no button presses for 15 seconds.

3.1.2 Configuration using the LM Programmer software

Refer to chapter 4, Logworks 3 & LM Programmer Software Package to gain access to the software.

1. Connect the OUT port of the ECB-1 to the provided serial programming cable. Connect the other end of the serial programming cable to your computer. If your computer does not have a serial port, you can purchase a USB to Serial adapter from Innovate Motorsports (P/N 3733) or use any USB to serial adaptor that includes drivers. Make sure that nothing is connected to the IN port of the ECB-1
2. Power up the ECB-1.
3. Launch **LM Programmer**. The LM Programmer application can be launched from *Start->Programs->LogWorks3->LM Programmer* from the Windows task bar.

Once you have completed your desired changes, press the **Program** button on the lower right on the software application. You will know that the ECB-1 has been programmed successfully when the **Program** button grays out.

3.2 Display Settings (Gauge Abbreviations)

1. **Max Boost Alarm** – Enable or Disable the alarm for Target Boost. When Enabled, the warning light will illuminate when actual boost exceeds Target Boost. You must first setup Target Boost for this feature to work.
2. **Fuel Temperature Units (Temp Units)** – Set the unit of measure for the fuel temperature channel to either Fahrenheit or Celsius. Default setting is Fahrenheit.
3. **Boost Pressure Units (Press Units)** - Allows the gauge to display pressure in either inHG/PSI, kPa or BAR. Default setting is inHG/PSI
4. **Wideband O2 Units (WB O2 Units)** – Allows the gauge to display O2 units in either AFR or Lambda. Default setting is Lambda λ .
5. **Sensor Type to use (WB O2 State)** – This option can only be changed in LM Programmer, refer to chapter “Changing Sensor Type.” The gauge will display the current sensor type being used. Default is LSU 4.9.
6. **Fuel Type** – Change to different fuel types when the ECB-1 is setup to display in AFR. Default setting is Ethanol.
7. **Single Field Screen (Single Screen)** – Chose which channel is displayed in the single channel display. Default setting is Peak Boost.
8. **Dual Field Screen (Dual Screen LG and SM)** – Chose which channel is displayed as the primary and secondary channel in the dual channel screen. Default setting is Boost Pressure for the primary and Ethanol % for the secondary display.
9. **Quad Field Screen (Quad Screens A,B,C,D)** - Chose which channels are displayed in the four quadrants of the four channel display screen.

3.3 Target Boost Setup

Target Boost is a feature that calculates your ECU’s target boost based on the current ethanol percentage level. It then displays this on the gauge for informational purposes. It can also be used in conjunction with the Max Boost Alarm warning LED to indicate if actual boost has exceeded target boost.

Target Boost is turned OFF by default. To enable you need to set the values in Target Boost Setup. This can be done directly on the gauge or in LM Programmer (Figure 1). To obtain these values you must first find out what boost levels your ECU tune targets for the ethanol percentage range. Most ECU tunes have a minimum boost level when ethanol percentage is at or under a low percentage level. As the ethanol percentage increases the ECU

can add more boost up to its maximum which corresponds to the high ethanol percentage level. From this point on adding more ethanol will not increase boost. (Figure 2)

Target Boost Setup			
Ethanol Min	Ethanol Max	Min Boost	Max Boost
10	85	0.0	0.0
0 - 100%	0 - 100%	0 - 43.5 PSI	0 - 43.5 PSI

Figure 1

1. Enter the minimum and maximum Ethanol content %. These are Target % E Low and High from the gauge's setup screen.
2. Enter the minimum and maximum boost pressure. These are Target Low and High from the gauge's setup screen.

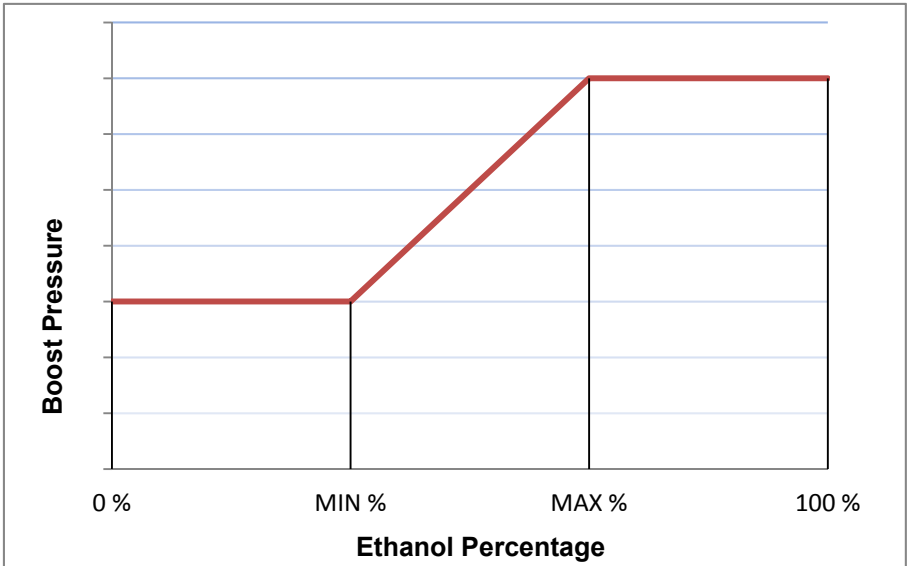


Figure 2

3.4 Altitude Compensation

The ECB-1 comes programmed from the factory with the atmospheric pressure setting for sea level. As altitude rises, atmospheric pressure will drop which will affect the gauge's reading.

Altitude Compensation can be triggered from the gauge or in LM Programmer:

1. To accurately measure atmospheric pressure, the MAP sensor must be connected to the gauge and the vacuum/pressure line should be disconnected from the MAP sensor's nipple.
2. *LM Programmer:* Connect the ECB-1 to your computer and launch LM Programmer. Navigate to the Ethanol Gauge Settings tab.

Gauge: Press and Hold the left interface button to go into the setup menu. Scroll to Altitude Comp

3. *LM Programmer:* Click "Set Altitude Comp". You will be prompted to verify that the MAP sensor is connected, click "Yes". Finally, click the "Program" button for the setting to take effect.

Gauge: Press and Hold the left interface button until setting starts flashing. Using the interface buttons select "Custom Offset." The value of the offset will be automatically displayed.

4 Logworks 3 & LM Programmer Software Package

The ECB-1 can be connected directly to your Windows computer to log and analyze data with the Logworks software or to configure with LM Programmer. The software is a free download on the Innovate Motorsports' support section of the website.

4.1 Download and Install the Logworks 3 Software

1. Open your web browser and go to the following URL
2. The LogWorks 3 software download will be the very first thing on the page under the heading Software, click the link to download the software.
3. Double click on the Logworks 3 installer previously downloaded from the support section of the Innovate Motorsports web site.
4. The installer will start, follow the prompts to install the software.
5. Once the software has been installed, the LogWorks software, LM Programmer, manuals, and tools can then be located by navigating through Start->Programs->LogWorks3.

4.2 LM Programmer

LM Programmer is used to configure settings on your ECB-1.

1. Connect the OUT port of the ECB-1 to the provided serial programming cable. Connect the other end of the serial programming cable to your computer. If your computer does not have a serial port, you can purchase a USB to Serial adapter from Innovate Motorsports (P/N 3733) or use any USB to serial adaptor that includes drivers. Make sure that nothing is connected to the IN port of the ECB-1
2. Power up the ECB-1.
3. Launch LM Programmer. The LM Programmer application can be launched from *Start->Programs->LogWorks3->LM Programmer* from the Windows task bar.

4.2.1 Programming Analog Outputs

The ECB-1 has three individual analog outputs for the A/F, Ethanol %, and Fuel temperature channels. Each one of the analog outputs can be programmed to a custom linear scale.

Connect the ECB-1 to the computer and launch LM Programmer. Select the analog output tab which is going to be modified. The analog output configuration screen shows voltage versus channel for the analog output. The graph display is automatically scaled to the selected values. The configuration screen allows the user to specify a minimum and maximum and channel values to a corresponding voltage range.

Click the 'Program' button to upload your modified analog output data into the ECB-1. Once the unit has been programmed, the 'Program' button will grey out.

Factory Programmed Default:

Wire Color	Channel	Min	Max
Yellow	Wideband	0V = .5 λ 0V = 7.35 (Gasoline)	5V = 1.5 λ 5V = 22.39 (Gasoline)
Brown	Ethanol %	0V = 0% Ethanol	5V = 100% Ethanol
Orange	Fuel Temp	0V = -40 degF	5V = 257 degF

4.2.2 Advanced Analog Output Programming (Wideband)

The 'Advanced' button allows the user to set the analog out update speed and the voltage output during sensor Warm-up and error conditions. The factory defaults of the analog outputs update 1/12 of a second. The default voltage output is set at 0 volts for both the Warm-up and error conditions.

When setting the ECB-1 to the slower response speed settings, the measured mixture data will be averaged over the response time setting before being sent via the analog output.

4.2.3 Updating the Firmware

Do not update the firmware if the versions are the same. A firmware update should only be necessary if there has been a new release that specifically fixes a problem that you are experiencing with the controller.

1. Connect the ECB-1 to the computer and launch LM Programmer.
2. Once connected, LM Programmer will display the current version of the firmware that is installed in the ECB-1. **Do not flash the firmware if the versions are the same.**
3. On the 'Info' tab of LM Programmer you will see a button labeled "Update Firmware," click this button.
4. Select the firmware file with the dld extension. If there have been revisions to the firmware, you will find them available for download from the Support section of the Innovate Motorsports web site.
5. The software will now prompt you to confirm that you wish to overwrite the firmware currently on your ECB-1.
6. Click OK, the gauge of the ECB-1 will go blank. DO NOT power off or disconnect the ECB-1 from the computer until the firmware progress screen completely disappears. Once finished, you may disconnect the unit from the computer and exit out of the software.
- 7.



4.2.4 Changing Sensor Type

Note: The ECB-1 must be running firmware version 1.08 or later with LM Programmer 4.0 or later to access the sensor type menu.



The ECB-1 is multi sensor compatible with the Bosch LSU 4.2 and 4.9 sensors. In order to go from one sensor type to another the ECB-1 must be connected to the LM Programmer software and the appropriate sensor type must be selected. The "Sensor Type to use" setting can be found in the 'Info' tab when LM Programmer connects to the ECB-1. Once the sensor type is changed a sensor calibration must be performed with the sensor outside of the exhaust (see Sensor Calibration chapter.)

Sensor Cable P/N	3ft	8ft	18ft
LSU 4.2	3843	3810	3828
LSU 4.9	3890	3887	3889

Sensor P/N	
LSU 4.2	3737
LSU 4.9	3888

Note: All sensor cables for the LSU 4.9 are easily identified by a '4.9' marking molded on the sensor connector side.




Use the appropriate sensor cable for the sensor type as each sensor has a different style connector. Spliced cable will not only affect the wideband's performance but in worst cases it can damage the sensor and/or controller.



Selecting the wrong sensor type to the sensor being used will not only give you erroneous readings and/or errors. It can also permanently damage the sensor.

4.3 Logging data from your ECB-1 with LogWorks

1. Connect the OUT port of the ECB-1 to the provided serial programming cable. Connect the other end of the serial programming cable to your computer. If your computer does not have a serial port, you can purchase a USB to Serial adapter from Innovate Motorsports (P/N 3733) or use any USB to serial adaptor that includes drivers. Make sure that nothing is connected to the IN port of the ECB-1. Power up the ECB-1.
2. Launch LogWorks. The LogWorks application can be launched from *Start->Programs->LogWorks3->Logworks3* from the Windows task bar.
3. Once LogWorks launches go to *File->Connect*. You will be prompted to connect to the serial COM port. Select the COM port the device is connected to and then click Connect.
4. You will now see live data streaming from the ECB-1.
5. *To start recording go to File->New Realtime Log* or, in the Toolbar, click on the  Tool.

Appendix B: ECB-1 Error Codes and Troubleshooting Tips

Wideband Error Codes

Error Code	Error Message	Likely Root Cause	Fix
Error 1	Heater circuit shorted	Short in sensor	Replace sensor.
Error 2	Heater circuit open	1. Damaged sensor cable or sensor. 2. Sensor connector not fully seated and locked into position.	1. Verify that all sensor connectors are fully seated and locked into position. 2. Replace sensor 3. Replace sensor cable.
Error 3	Pump cell circuit shorted	1. Short in sensor cable 2. Short in sensor 3. Sensor calibration incorrect	1. Replace sensor cable. 2. Replace sensor. 3. Perform sensor recalibration.
Error 4	Pump cell circuit open	1. Damaged sensor cable or sensor. 2. Connectors not fully seated 3. Sensor calibration incorrect	1. Verify that all sensor connectors are fully seated and locked into position. 2. Perform sensor calibration 3. Replace sensor cable. 4. Replace sensor.
Error 5	Reference cell circuit shorted	1. Short in sensor cable 2. Short in sensor	1. Replace sensor cable. 2. Replace sensor.
Error 6	Reference cell circuit open	1. Damaged sensor cable or sensor. 2. Connectors not fully seated	1. Verify that all sensor connectors are fully seated and locked into position. 2. Replace sensor. 3. Replace sensor cable.
Error 7	System error	System error	Reboot ECB-1 by cycling power
Error 8	Sensor Timing error (typically a damaged sensor).	1. Sensor over-heating or over-cooling (error condition only occurs at wide open throttle) 2. Sensor is damaged	1. Perform sensor calibration. 2. Move sensor bung as far downstream as possible. 3. Add an HBX-1 (p/n 3729) to isolate the sensor from the pipe. 4. Replace sensor.
Error 9	Supply Voltage too low	Supply voltage too low for sensor regulation	1. Verify you have 12V at your power source and the circuit can support a 3 amp draw.

Flex Fuel Sensor Error Codes

Error 10	Flex Fuel sensor not connected	1. Verify that the connection at both the gauge and the sensor is fully seated and secured. 2. Check the integrity of the interface cable between the flex fuel sensor and gauge.
Error 11	Fuel contamination or fuel over temperature	1. Fuel contamination. For example, water in fuel. 2. Fuel is above the max temp of 257 degF.