	What Is It?
A/F Ratio B1/B2	A measure of air fuel ratio between bank 1 and bank 2
Boost Left/Right	This is a measure of intake manifold pressure/vacuum.
Knock Sums (CBA)	A number of knocks observed over a predetermined amount of time.
Dynamic Advance (DBA)	A multiplier for overall ignition timing
Manifold Absolute Pressure	A measure of absolute air pressure in the manifold without removing atmospheric pressure for your location
LTFT (Long Term Fuel Trims)	Learned corrections based on short term corrections needed in the past
Theoretical Pulsewidth	The GTR's units for measuring engine load based on theoretical injector open time.
STFT (Short Term Fuel Trims)	Corrections based on current fueling error
alpha b1/b2	combination of ltft and stft

What Can It Tell Me?	Idle
Gives us an idea of the current air fuel ratio per bank. Can help to diagnose leaks and fueling problems	~14.7
This can help to diagnose failing turbos, boost creep, and help make sure boost levels are appropriate.	Numbers will vary based on environment
Every -300 counts equals about 1 degree of timing being pulled (retarded).	
Active ignition timing adjustment in response to knock (detonation) or engine noise. An increment of -1 is equivalent to 1 degree of ignition timing removed.	
Manifold absolute pressure. Reported as negative values in vacuum and positive values in boost. This value comes from the pressure sensor located in the intake manifold. This will be the monitor you use to measure "boost".	
Just like AF Corrections, these are percentages added or subtracted to fueling. These values are learned slowly over time, and are often referred to as long term trims. AF Learning and AF Correction values are added together, then applied to fueling. Be mindful that you may experience long and short term trims which partially cancel each other out. For example, a short term trim of +12% and a long term trim of -15% may both seem large, but they're only causing a -3% total trim. Generally, over time both trims will get smaller as the ECU continues learning. Excessive long term trimming, like excessive short term trimming may indicate a mechanical issue like those mentioned above.	
Can clue us in to how a car is driven at specific moments as light cruising will have lower load than sprited driving. A certain amount of load is required in order to spool a turbo additionally higher load will require more fuel than lower load conditions.	
The values shown are a percentage correction applied to the injector pulse width. Positive values mean more fuel is being injected and negative values mean less is being injected. These corrections are called trims. Their purpose is to adjust fueling to help the engine run at the currently desired air/fuel ratio. When you floor it, or lift throttle and coast, you'll notice trimming stops (0% correction). During throttle transitions, expect to see trims move around. This is normal. Consistent corrections under similar operating conditions will be learned by the ECU, and applied as AF Learning (see below). Excessive trimming at idle or cruise may indicate an intake tract leak, bad sensor, or using the incorrect intake for specific mapping.	
shows addition of both trims together.	

CBA	
Part Throttle	**Full Throttle**
all over the place	10.8-11.7
Numbers will vary based on environment and load	<20
	below 900
	below 108(adding 8% fuel)
	below 108 (adding 8% fuel)
	110

DBA	
Idle	Part Throttle
~14.7	all over the place
Numbers will vary based on environment	Numbers will vary based on environment and load

Full Throttle
10.8-11.7
<20
below 900
-3
below 108 (adding 8% fuel)
below 108 (adding 8% fuel)
110