

**MasterCraft 2006**  
**Troubleshooting**  
**(Electronic Throttle Engines)**

**System Not Controlling/Surging in both RPM & Speed Mode**

You can quickly perform a “**Control Test**” to confirm whether PerfectPass has proper control of the ECM. This test is on Page 3 and can be done on a “fake lake” or in the water.

The **PerfectPass “Drive by Wire” (DBW)** system for new electronic throttle engines results in a simplified and enhanced version of PerfectPass. From the drivers seat, PerfectPass operation is virtually identical to the present mechanical systems. PerfectPass is now comprised of just four main parts:

1. DBW Master Control Module
2. DBW Plug & Play Engine Wiring Harness
3. Plug & Play Display Harness
4. In-Dash Display
5. ALDL Plug

On 2007 MCX and RPT, an “ALDL” ground plug is required. On the 2006 6.0L and 8.1L, a re-flash of the ECM is required.



Engine Harness

Display Harness

## How it Operates:

The ECM of an electronic throttle engine allows an external device such as PerfectPass to control the engine rpm using the throttle servo motor when all control signals are valid and manual throttle lever position exceeds the rpm level request of PerfectPass.

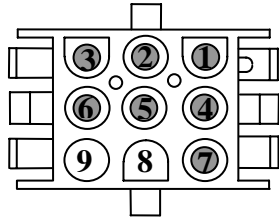
Just three individual wires in the PerfectPass DBW wiring harness connect the speed control to the engine ECM.

1. The **Request Line** from PerfectPass requests the ECM to allow PerfectPass to take control.
2. The **Status Line** from the ECM indicates PerfectPass now has control of the engine. The Status Line is the signal that confirms engagement (beeper) and system control and must be operational for system to engage & control properly.
3. The **VGOV Line** establishes the engine RPM level as set by PerfectPass.

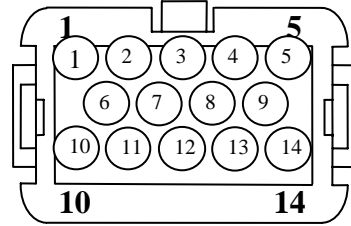
Problems with PerfectPass should be rare given the few components that now make up the system. Most troubleshooting will simply involve voltage/continuity testing on the PerfectPass engine harness.

## Wiring Identification

# 2006 MasterCraft DBW Engine Harness



9-Pin MATE-N-LOK  
(White)  
Front View  
Connected to  
MasterCraft Harness



14-Pin AMPSEAL  
(Black)  
Back View  
Connected to  
PerfectPass Module

Signal	Color	9-Pin MATE- N-LOK	14-Pin AMP Seal	16-Pin Connector at Engine	ECM MEFI 5
STAT	Orange	1	1	D	J1-55
VGOV	Blue	2	10	E	J3-57
RQST	Brown	3	12	C	J1-30 J1-45
Ground	Black	4	14	H	
RPM	White	5	9	B	J1-24 J1-25
Speed	Green	6	8		
12 Volts	Red	7	4		

### Problems with PerfectPass Controlling / Not Controlling

#### Open circuit (bad connection/broken wire) symptoms of a DBW System

**Problem #1 RQST Line Open** – PerfectPass never takes control in any mode, the engine is controlled only by the manual throttle handle.

**Problem #2 VGOV Line Open** (RQST Line OK) – With the PerfectPass system control ON, the engine will not go above idle no matter how far the manual throttle is pushed. With PerfectPass control OFF, the engine is controlled as normal by manual throttle handle.

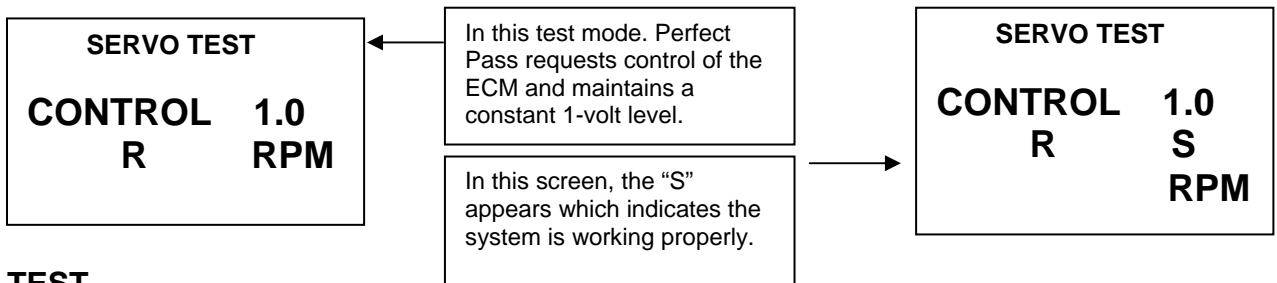
**Problem #3 STAT Line Open** (RQST Line and VGOV Lines OK) – Engine operates normally with PerfectPass control ON, the engine RPM's become limited at speed slightly above system set point, but there is no proper control and speed remains one or two mph above setpoint. The PerfectPass does not beep to acknowledge engagement and the underline characters never appear.

**Problem #4 PerfectPass Does Not Engage** The “S” (Status Line) never appears during control test. Check “ALDL” ground plug. If not connected properly, ECM will never give PerfectPass control. (Connects where “Diacom” plugs into harness).

**Problem #5 System Surges During Operation and During Control Test as Described Below** Reason – Poor ground. MasterCraft has had ground issues on the ground wire for PerfectPass. Check all wires at ground bar and tighten as required.

## TESTING (CONTROL TEST)

To enter the Test Mode, press the Menu & UP Keys together and scroll down and enter Device Test. Rope Test will first appear, press menu to enter Servo/Control Test.



### TEST

Make sure system is in ON Mode prior to starting test. You must have an RPM reading on PerfectPass display or it will never work properly.

**With engine ON, lock the gearshift in neutral and advance the throttle handle to about 1700 RPM. When all is working correctly an “S” will appear next to the “R” and the engine will hold at approximately 1400 RPM). If the RPM is holding at 1400 but the “S” is not on the display, there is a problem with the “STAT” line. Pressing the UP Key will change the output voltage by 0.1 volt as shown on the display and the RPM will increase by 140 RPM for each 0.1 volt increase.**

If the RPM does not hold at 1400 the “RQST” line may not be connected. Either the Request Line or the VGOV Line has lost continuity.

If the engine holds RPM at approximately 1400, but the S does not appear on screen, then check continuity of the Status Line. Voltage Testing in Control Test Mode.

### **Voltage Test (Control Test Mode)**

These measurements are taken in Control Test Mode with system ON and R must be on screen. This test will confirm whether PerfectPass and the ECM are properly connected.

Locate the 14-pin engine connector on the PerfectPass Module or ideally the 9-pin MAT N LOK connector on PerfectPass harness. You will need to apply test tee connectors or insert small test pins beside the wires as they exit the connector to be able to measure the voltage present on each wire. These are taken while in Control Test, with “R” on screen.

- Measure the voltage on the RQST (request line) which should measure less than 1 volt. (0 to 1 volt) Engine running or not running.
- Measure voltage on VGOV (vgov line) which should measure about 1 volt. (.8 to 1.2 volts) Engine running or not running.
- Measure voltage on STAT (stat line) which will be 10 + volts when **S** is not on display. (When engaged and working properly this pin at ECM is grounded and voltage will be less than 1 volt.) Engine must be running for any measurement on STAT line.
- Press the OFF key and the “R” will disappear. Now measure voltage on RQST wire again which should now measure more than 4.5 volts, this confirms proper operation of PerfectPass Request driver and ECM connection.

### **Other Measurements:**

With control OFF and R not on Screen:

RQST Line – 4.5 V +  
VGOV Line – 4 V +  
STAT Line – 10 V +

## Trouble Shooting DBW

**Problem – System surges in all modes, including control test.**

**Check** – Poor ground connection for PerfectPass main ground wire.

- Perform Open circuit voltage tests on vgov, stat & rqst which may lead you to a incorrect ECM wire location or harness issue.

**Problem – Customer indicates system does not engage.**

**Check** – Perform a CONTROL TEST. If it engages & holds properly during control test, check the adjustable parameters (KDW, NN and Control Settings CS/CR) If it does not engage, perform Open Circuit Tests.

*Make sure there is an rpm reading on screen or PerfectPass will never operate properly.*

**Problem – No speed reading on PerfectPass Display**

**Check** – If your boat speedometer is O.K., check paddle wheel signal on green wire coming into the Master Module on Amp Seal Connector. If paddle is spun slowly, you should see 0 volts / 12 volts as wheel slowly turns. As wheel is spun quickly, you will see an average of 5 volts.

*(If voltage is good, perform a “System Reset”).*

If MasterCraft speedometer is not reading, it must be corrected and PerfectPass will likely then read properly.

**Problem – No rpm reading on PerfectPass display**

**Check** – The RPM signal wire at the Amp Seal connector coming into Master Module. With engine off you should see about 9 volts. (With engine running, you should see a normal tach pulse signal) If no signal, check the pin at ECM. The system will never control properly in any mode without an RPM signal.

**Problem – PerfectPass in Wakeboard mode is set at 22 mph and digital speedometer shows 22, but actual speed is 24.**

**Check** – Use Menu Key to highlight Menu Arrow Icon and press Down Key to reach “SPEEDOMETER ADJUST”, quickly press down key several times and lower speed by 2 mph. All Wakeboard speeds now calibrated.

**Problem – Key is on, but PerfectPass screen does not become active and show data.**

**Check** – PerfectPass requires 12+ volts for start up. Check voltage on red wire (12 v) power source to Master Module. If backlight is ON, check screen contrast.

**Check screen contrast** – Press Menu & UP Keys together, then press UP Key a couple of times. Does data re-appear?

**Problem – Button on PerfectPass Display does not work.**

**Check** - If system was just installed, unplug Display from harness and inspect all brass pins on connector to ensure they are inline. If problem occurs after much use, the Display will require repairs by PerfectPass.

**Problem – In Wakeboard/Trick mode, system sluggish or exhibits some surging.**

**Check** – Inspect paddle wheel. If paddle appears OK, go into adjustable parameters by highlighting menu arrow icon, press UP and Wakeboard will appear. Press DOWN for settings.

**KDW** will appear. This value represents how firm the system will control. Heavily loaded boats may need higher settings. (Typical values 80 – 200) Press Menu to proceed.

**NNW** will appear. This is the filter factor of paddle. The higher the value, the more filtering is done prior to making a speed change. (Typical values 80 – 180)

**Problem – The boat accelerates past set speed too far in Wakeboard Mode before settling in.**

**Check** – Go to “Control Settings” and lower the “CS” value.

## **Control Settings CR / CS)**

These are engagement values which are adjustable to allow a customer to fine tune engagement performance if necessary. This may be required due to a prop change, unusual ballast loads or operating at extreme elevations.

These are found under “CTRL SETTING” in sub menu by pressing Menu & Up Keys together.

**CS** – Control the engagement in paddle wheel speed based modes including wakeboard.

If it is set too low, the system may not go fast enough to engage, or it will engage & then disengage. If it is set too high, it may overshoot the set speed by several mph before beeping and taking over. Factory setting is **750**. (Range is 735 – 900)

**CR** – Is the same as CS except it controls engagement of the RPM Based Modes such as slalom. Factory setting is 1940. (Range is 1900 – 2100) It would be rare to see this value require adjustment.

## **Software Adjustments**

**System Reset** – To reset the entire system back to original factory values, press & hold ON/OFF & MENU Keys together as you turn key on to power PerfectPass. Continue holding for a few seconds until [ System Reset ^ = Yes ] appears. Then simply answer questions as they appear.

**Switching WakeboardPro <> DigitalPro** – If your system was selected incorrectly, perform a system reset. As you proceed through this process, you will be asked [Wakeboard Only ^ = YES]. Answer YES for WakeboardPro, and NO for DigitalPro

**Engine Selection** – On initial start up or during a system reset, PerfectPass will ask if you have a standard 5.7 litre engine. This will appear as [ 5.7 / MPI ^ = Yes ] This means press UP for 5.7 and DOWN for Big Block 6L or 8.1L. To confirm if correct engine was selected, press Menu & Up Keys together to get into back ground screen and go to “**System Settings**”. Following battery voltage, etc you will see which engine was selected. If incorrect, perform a system reset.

*(An incorrectly selected engine can cause unsettled control in rpm mode only)*

**WakeboardPro to/ DigitalPro** – The Master Module for both systems are identical. The only difference is in the way they were initialized, i.e. as a DigitalPro or WakeboardPro. You can change the way it was set by performing a system reset.

