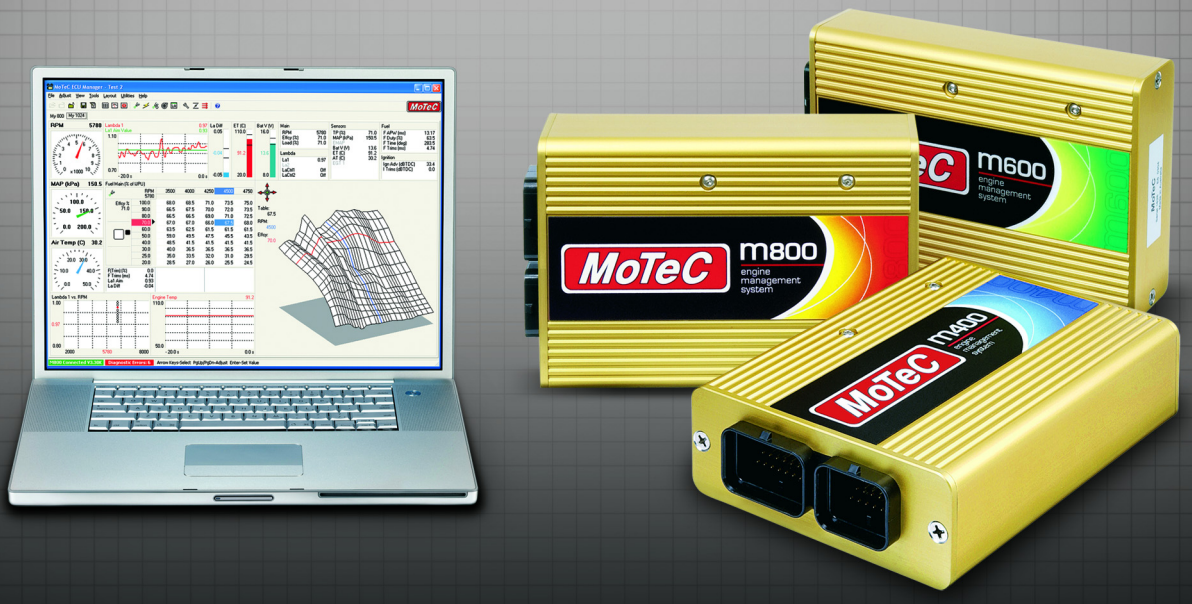
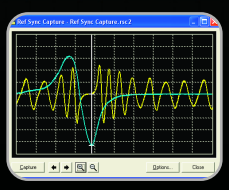
NEW

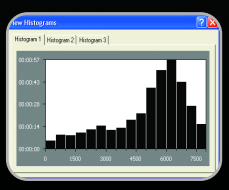
VERSION 3 ECU SOFTWARE UPDATE

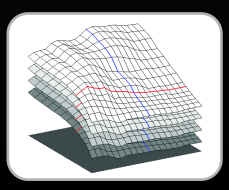
V3



MOTEC's new ***Version 3*** software represents a major upgrade to the previous ECU software, delivering a new level of refinement and sophistication. ***V3*** software can be sent to any new or existing 'hundred' series ECU - M400, M600, M800 and M880 - enabling users to take advantage of ***MOTEC***'s latest features, even on older systems. ▶







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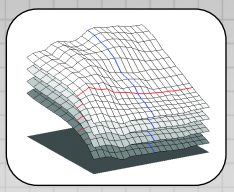
V3 ECU SOFTWARE UPDATE

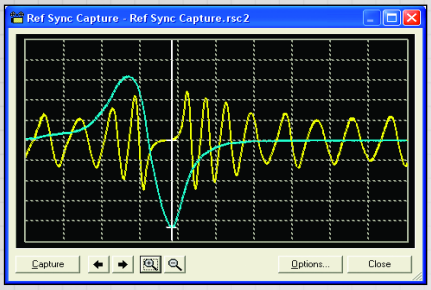


4D TABLES

4D Fuel and Ignition tables allow sophisticated engine mapping based on any three channels, for example RPM, Throttle and MAP.

REF/SYNC CAPTURE

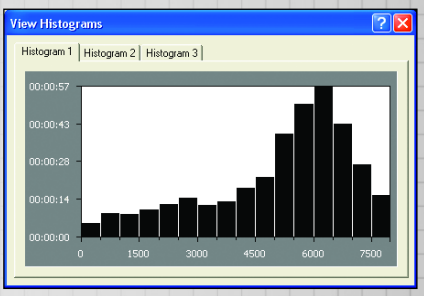
The Ref/Sync capture feature allows the Crank and Cam signals to be captured and displayed, providing a built in digital oscilloscope feature which is invaluable for checking the integrity of the Ref and Sync signals.



ENGINE LOGS

V3 includes three engine histogram logs which can be configured to log any channel. For example one engine histogram might log engine RPM and another might log oil pressure.

Also included is a tell-tale log for storing min and max values, plus an accumulated values store.



PLUS...

- Multiple Configurations: ***V3*** allows up to four different configurations to be stored in the ECU and includes support for switching on the fly.
- Selectable input channels for all tables. This feature allows extraordinary flexibility in how tables are used and even allows internal channels such as Fuel Pulse Width or Ignition Timing to be used as table inputs.
- The axis sites can be varied independently for almost all tables allowing full optimisation for each table.
- A completely revised input setup system includes adjustable filtering and diagnostic levels on all input channels.
- Input data can be accepted from other devices connected via the CAN bus such as ***MOTEC*** Dash Loggers and PLM Lambda Meters (up to 12 PLMs can be connected), E888/816 Input/Output Expanders, or even another ***MOTEC*** ECU.
- A ***MOTEC*** E888 or E816 Expander can be connected to increase the number of outputs (up to eight extra).
- Support for up to four Drive by Wire motors using a ***MOTEC*** DBW4.
- Customised sets of channels can be transmitted via RS232 or CAN to another device such as a ***MOTEC*** Dash Logger.
- Down shift throttle blip using Drive by Wire.
- Down shift RPM limiting to match engine RPM to gearbox speed.
- 3D Acccel and Decel tables for both fuel and ignition.
- 3D Starting Tables based on cranking time and any other channel such as engine temperature.
- Major enhancements to the Traction Control system including power reduction via Drive by Wire, Ignition Cut and Ignition Retard. Includes three 3D tables for aim slip which could be used for driver adjustment, gear compensation, lateral acceleration compensation or for adjustment based on any other channel.
- Full throttle and closed throttle timer channels plus two general purpose timer channels can be used by any table, for example a Fuel or Ignition compensation table.
- All new Idle Speed Control which includes Fuel and Ignition compensation tables, plus tables for setting the idle RPM which allows RPM adjustment based on a number of channels.
- All new Nitrous Control system using 3 stages with fade in and out and a start timer for each stage. The stages can be triggered by throttle, ground speed or digital inputs.
- Major enhancements to Boost Control including PID control with 3D tables.
- Drive by Wire can be used in the OverRun Boost (Anti-lag) system.
- Enhancements to the Lambda Control system including new aim Lambda compensation tables which allow the aim Lambda to be varied based on any channel, for example a driver adjustment channel or the full throttle timer channel.
- RPM Limit 3D Table allows the RPM limit to be varied based on any channel, for example Gear.
- Improved electronic gearbox function.
- Plus numerous other enhancements to functionality and user interface.

Specifications are subject to change without notification, and some features and products are yet to be released. Images included for illustration purposes only. © MoTeC Pty Ltd 2006

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