

EFI EURO 12

THE NEXT GENERATION ENGINE MANAGEMENT SYSTEM



The Next Generation Engine Management System.

Euro-12 is the latest generation engine management system from EFI Technology. It is one of the smallest and yet one of the most powerful ECU's specially developed for use on 6, 8, 10 and 12 cylinder engines.

Based on a modern Power-PC processor, Euro-12 is built to conform to the latest high automotive technology standards.

The ECU is designed to form the centre of an integrated electronic system in a modern racing car and offers an extraordinary high level of features at an attractive price.

The price of the ECU includes full-option software specifications. All features and strategies are available to the user at no extra cost.

Features

Euro-12 can control normally aspirated, turbo charged and super charged engines, including control strategies for direct injection engines. Engine load can be expressed as manifold air pressure, mass air flow or throttle position. Additionally, the ECU can control two drive-by-wire operated throttle bodies, including safety features recognised from production cars.

Having 12 built-in ignition drivers for plug top logically operated ignition coils and 12 injector drivers it can control engines with up to 12 cylinders in fully sequential mode.

It has inputs for 2 crankshaft speed sensors and up to 4 camshaft sensors, being either inductive or Hall effect. The ECU can control many bespoke variable camshaft timing systems found on modern engines.

Euro-12 has a total of 60 analogue and digital sensor inputs. The advanced software allows the user to configure the ECU to accept inputs from many different sensors.

Data Recording

Data can be recorded using Euro-12's internal 128 Mb internal data logger. As well as ECU and sensor data channels, Euro-12 can record data from other systems, such as external CAN modules, the OBR PCM2 versions and membrane switch panel. Data is downloaded via the ECU's Ethernet link.

CAN Communication

Its extensive CAN (Controller Area Network) capabilities, having 3 individual CAN ports, ensures a simplified electrical installation combined with very advanced features.

The data export includes a user-defined CAN configuration with 16 available CAN identifiers. Data from 8 additional sensors and commands from other CAN bus systems in the car can be imported via CAN.

Special Features

The ECU comes with a software package including advanced features, for example:

- Gear dependent traction control using target slip maps with user controls.
- Programmable flat shift strategy.
- Outputs for both inductive and logic ignition coils.
- Paddle shift and air compressor control.
- 4 channel knock control.
- Inputs for 2 NTK calibrated wide band lambda sensors.
- Driver adjustable launch control.
- Intelligent closed loop lambda fuel control.
- Variable camshaft timing.
- 6 selectable engine maps.
- Dual drive-by-wire throttle body control.
- 2 spare half bridge drivers.
- Programmable RPM limiter cut patterns.
- Control of direct injection engines with Hitachi and Bosch HDP5 fuel pumps.
- Available with fully encrypted software.
- Fitted with 3 x size 18 military specification connectors.