

## Euro-2 ECU

Euro-2 is a modern, high technology and well developed low cost engine management system from EFI Technology.

The ECU is using a modern 80 MHz Power PC microprocessor which ensures optimum engine performance.

### Features

Euro-2 can control normally aspirated, turbo charged and super charged 4, 5 and 6-cylinder engines in full sequential mode. Additionally, depending upon hardware version it can handle individual ignition coils being either inductive or having built-in power modules.

To ensure flexibility with variable camshaft timing (VCT) strategies, up to 4 individual crankshaft and camshaft sensors can be connected, being either inductive or Hall effect.

Having been developed for road car use the Euro-2 offers a level of flexibility far superior to many of its rivals. High definition mapping allows development of heavily tailored maps. This ensures both the ultimate in driveability and performance. Other impressive features include programmable firing order as well as 8 programmable outputs.

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

Euro-2 can also accommodate a wide band lambda sensor with external driver stage for use with its automatic mapping feature. A built-in barometric air pressure sensor helps obtaining correct mapping independent of weather or driving conditions. The ECU control is able to control a drive-by-wire electronic throttle body via an external unit.

### System Overview

- 80 MHz Power PC processor family
- 4 cylinders in full sequential mode
- 5, 6 and 8 cylinders in grouped mode
- Automatic fuel mapping
- Closed loop lambda control



- Variable camshaft timing with PID control
- Idle speed control
- 2 selectable engine maps
- Drive-by-Wire throttle control (requires external module)

### General

- Sealed, lightweight plastic enclosure
- 35-pin automotive main connector
- Dimensions 152 x 122 x 44 mm
- Weight 340 grams

### Communication

- CAN 2.0B communication interface
- CAN data export to dash and logger

### Inputs

- 4 inductive or Hall effect engine speed and synchronisation sensor inputs
- 1 lambda sensor input
- 4 analogue 0..5 Volts external sensor inputs (can also be used as switch inputs)
- 1 built-in barometric air pressure sensor

### Outputs

- 4 on-off fuel injector drivers
- 4 inductive or logic ignition coil drivers
- 8 low side multipurpose switches (PWM)
- 1 main relay switch
- 1 VREF sensor power supply

### Special Features

- 2 selectable engine maps
- Flat shift gear shift strategy
- Special version available with fully encrypted software

### Conditions for Use

- Temperature range -40...+75 degrees C
- Power supply 7..16 volts