

Euro-6 version C

Euro-6 is a hugely versatile and powerful engine management system from EFI Technology. Its high performance and impressive reliability make it a favourite amongst the higher levels of motorsport and automotive development industries.

The ECU can easily be configured to run engines having up to 8 cylinders. It can control many different engine configurations including variable camshaft timing.

Euro-6 has 8 injector drivers and 6 coil drivers. It can control engines using port injection and direct injection (via external module), has inputs for a knock sensor and two wide band lambda sensors, one via external module.

The internal data logger can record data from any sensor input and ECU channels.

System Overview

- 6 cylinders in full sequential mode
- 8 cylinders in sequential injection and wasted spark mode
- On-board data logging
- Automatic fuel control
- Closed loop lambda control
- Automatic boost control
- Traction control
- Variable camshaft timing
- Idle speed control
- Drive-by-Wire control
- 4 selectable engine maps

General

- Sealed CNC machined aluminium enclosure
- 1 military technology connector with 79 pins
- Dimensions 148 x 163 x 38 mm
- Weight 725 grams

Communication

- 1 x CAN 2.0B interface
- 1 x current loop serial link



Inputs

- 4 inductive speed and sync sensor inputs
- 2 Hall effect crank and cam sensor inputs
- 1 knock sensor input
- 2 NTK wide band lambda sensor inputs
- 12 universal sensor inputs
- 8 spare sensor inputs via CAN
- 4 Hall effect wheel speed sensors
- 8 multipurpose switches

Outputs

- 8 on-off fuel injector drivers
- 6 inductive or logic ignition coil drivers
- 8 multipurpose switches and PWM's
- 1 lambda sensor heater
- 2 sensor power supplies

Special Features

- Control strategy for direct fuel injection
- Control strategy for paddle gear change
- User-defined CAN export
- Traction control
- 8 Mb logger memory capacity

Conditions for Use

- Temperature range -40...+85 degrees C
- Power supply 7..16 volts