

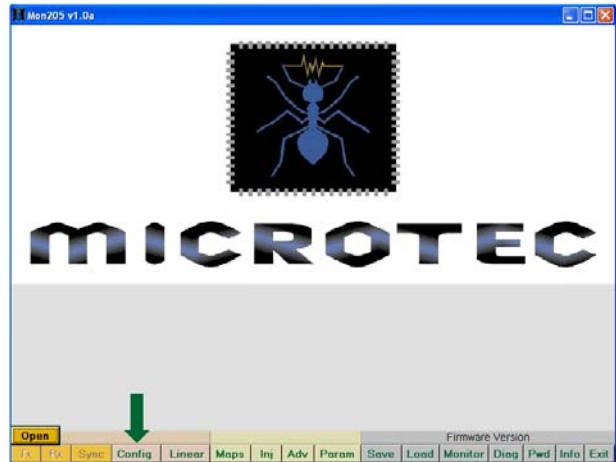
Microtec M205 ECU



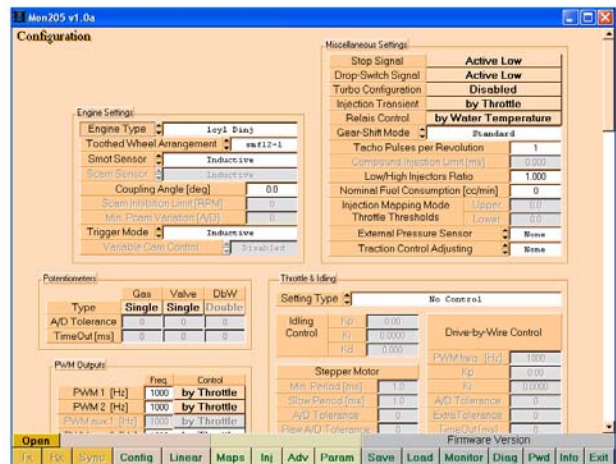
1 – Software setting

For Microtec M250 ECU to correctly communicate with AIM loggers a software configuration is needed. Microtec software is called MON and its version changes according to the ECU Model. Microtec M250 ECU uses MON250 Software: run it and follow these steps.

Press “CONFIG” on the software bottom keyboard.



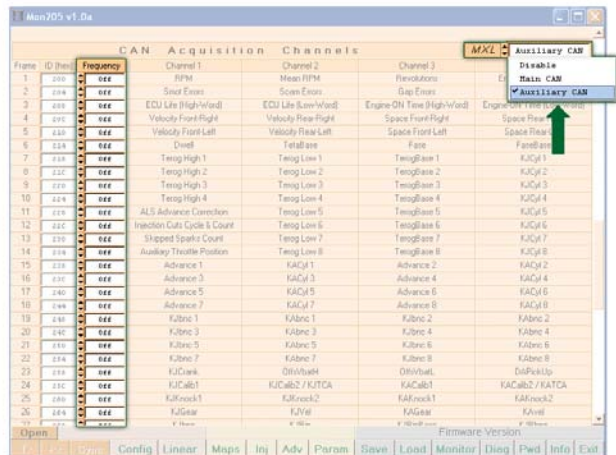
This panel appears. **Scroll it.**



Bottom is “CAN Acquisition Channels” table.

Right of it the table is MXL drop down menu: SELECT “Auxiliary CAN”.

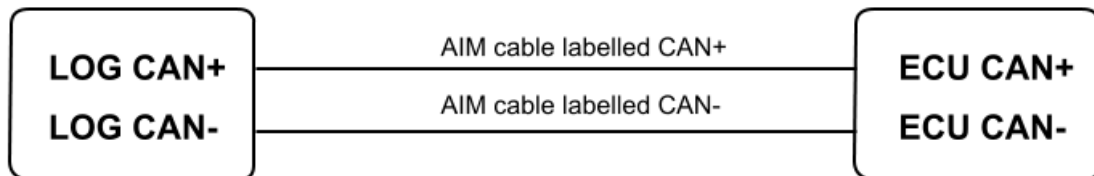
Ensure that all channels Frequency are set “OFF”.



When configuration is over transmit the configuration to the ECU.

2 – CAN communication setup

Microtec M205 ECU is equipped with a CAN communication setup used to communicate parameters to an external logger.

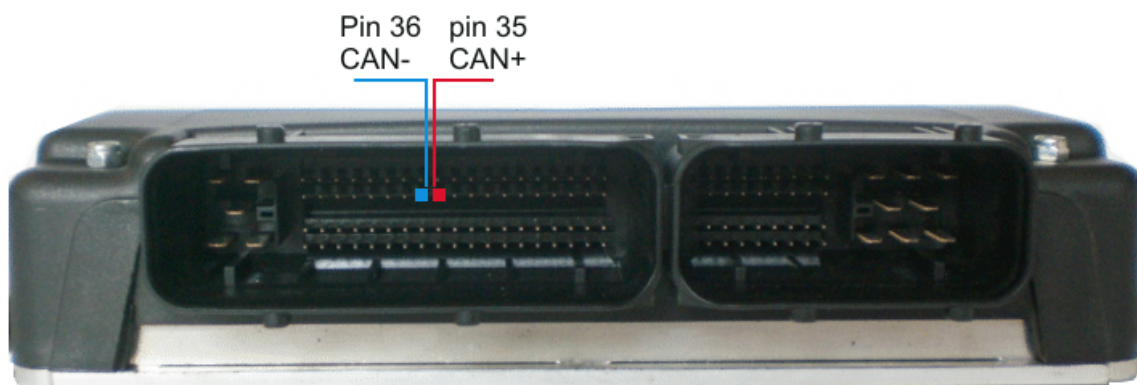


3– Connection with AIM loggers

Microtec M205 ECU is equipped with 2 connectors – used to communicate parameters to an external data logger.

To connect AIM loggers to the ECU connect:

- AIM cable labelled CAN+ with pin 35 (CANH_B) of the ECU connector
- AIM cable labelled CAN- with pin 36 (CANL_B) of the ECU connector.



4 – Communication protocol

Channels received by AIM loggers connected to Microtec M205 ECU are:

ID	CHANNEL NAME	FUNCTION
ECU_1	MT_RPM_IST	Instantaneous RPM
ECU_2	MT_RPM	Average RPM
ECU_3	MT_SPD_FRONT	Front speed
ECU_4	MT_SPD_REAR	Rear speed
ECU_5	MT_SMOT_E	Smot errors
ECU_6	MT_SCAM_E	Scam errors
ECU_7	MT_TPS	Throttle position sensor
ECU_8	MT_LAM1	Lambda value 1
ECU_9	MT_BATTVOLT	Battery supply
ECU_10	MT_MILLISECONDS	Milliseconds counter
ECU_11	MT_GEAR_POT	Gear potentiometer
ECU_12	MT_GEAR	Engaged gear
ECU_13	MT_AIRBOX_P	Air box pressure
ECU_14	MT_BARO_P	Barometric pressure
ECU_15	MT_ADVANCE1	Cycle advance 1
ECU_16	MT_ADVANCE2	Cycle advance 2
ECU_17	MT_ADVANCE3	Cycle advance 3
ECU_18	MT_ADVANCE4	Cycle advance 4
ECU_19	MT_TEROG_H1	High injector erogation time cylinder 1
ECU_20	MT_TEROG_H2	High injector erogation time cylinder 2
ECU_21	MT_TEROG_H3	High injector erogation time cylinder 3
ECU_22	MT_TEROG_H4	High injector erogation time cylinder 4
ECU_23	MT_TEROG_L1	Low injector erogation time cylinder 1
ECU_24	MT_TEROG_L2	Low injector erogation time cylinder 2
ECU_25	MT_TEROG_L3	Low injector erogation time cylinder 3
ECU_26	MT_TEROG_L4	Low injector erogation time cylinder 4
ECU_27	MT_TEROG_B1	Base injector erogation time cylinder 1
ECU_28	MT_TEROG_B2	Base injector erogation time cylinder 2
ECU_29	MT_TEROG_B3	Base injector erogation time cylinder 3
ECU_30	MT_TEROG_B4	Base injector erogation time cylinder 4

ECU_31	MT_KACYL1	Injection advance correction for cylinder 1
ECU_32	MT_KACYL2	Injection advance correction for cylinder 2
ECU_33	MT_KACYL3	Injection advance correction for cylinder 3
ECU_34	MT_KACYL4	Injection advance correction for cylinder 4
ECU_35	MT_KJCYL1	Injection time correction for cylinder 1
ECU_36	MT_KJCYL2	Injection time correction for cylinder 2
ECU_37	MT_KJCYL3	Injection time correction for cylinder 3
ECU_38	MT_KJCYL4	Injection time correction for cylinder 4
ECU_39	MT_DADINT	Advance offset from ignition transient
ECU_40	MT_DJDINT	Total injection offset from transient
ECU_41	MT_DJDINTRPM	Injection offset from RPM transient
ECU_42	MT_DJDINTH20	Injection offset from engine cooling temperature
ECU_43	MT_TETABASE	Ignition base advance
ECU_44	MT_PHASE	Injection phase
ECU_45	MT_FASEBASE	Injection phase base
ECU_46	MT_MAP_SEL	Map selection potentiometer
ECU_47	MT_ADV_TRANS	Ignition transient (from RPM variation)
ECU_48	MT_INJ_TRANS	Injection transient
ECU_49	MT_VALVE_POS	Valve position
ECU_50	MT_DWELL_T	Dwell time
ECU_51	MT_KJTAIR	Injection time correction from air temperature
ECU_52	MT_KJTH20	Injection time correction from water temperature
ECU_53	MT_KJPAIRBOX	Injection time correction from air box pressure
ECU_54	MT_KJPBARO	Injection time correction from barometric air pressure
ECU_55	MT_KATAIR	Offset advance from air temperature
ECU_56	MT_KATH20	Offset advance from water temperature
ECU_57	MT_KAPAIRBOX	Offset advance from air box pressure
ECU_58	MT_KAPBARO	Offset advance from barometric air pressure
ECU_59	MT_KJGEAR	Injection time correction from engaged gear
ECU_60	MT_KAGEAR	Offset advance from engaged gear
ECU_61	MT_AIRT	Intake air temperature
ECU_62	MT_ECT	Engine cooling temperature
ECU_63	MT_FUEL_CAL1	Fuel calibration 1
ECU_64	MT_FUEL_CAL2	Fuel calibration 2

ECU_65	MT_OFFSVBATH	High injectors V battery offset time
ECU_66	MT_OFFSVBATL	Low injectors V battery offset time
ECU_67	MT_FLAG_MOTORE	Engine flag
ECU_68	MT_SEGNALI_IN	Input signal
ECU_69	MT_SEGNALI_OUT	Output signal
ECU_70	MT_FLAG_STATO	Status flag
ECU_71	MT_FLAG_CAMBIATA	Engine shift flag
ECU_72	MT_INJ_ERR	Injection error
ECU_73	MT_FLAG_RESET	Reset flag
ECU_74	MT_SPACE_FRONT	Front run space
ECU_75	MT_SPACE_REAR	Rear run space