

# AiM InfoTech

## EFI Euro 8

### Release 1.02

---



ECU



# 1

## Models

---

This document explains how to connect AiM devices to EFI Euro 8 Engine Control Unit (ECU).  
Supported models:

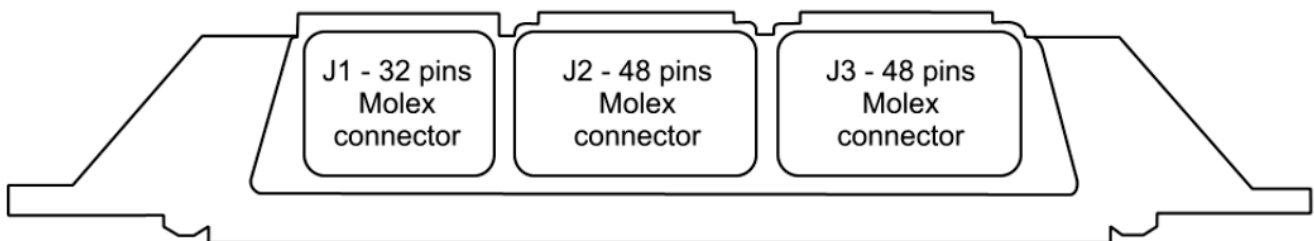
- EFI – EURO 8

# 2

## Wiring connection

---

EFI Euro 8 ECU features three data transmission buses on CAN on the J2 and J3 front connectors show here below.

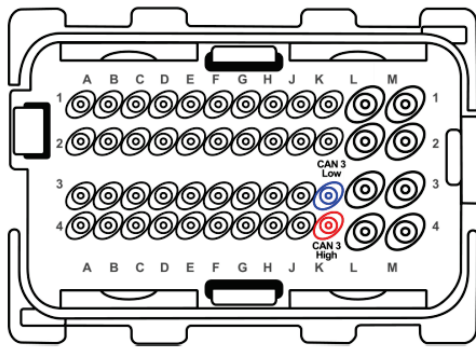


The different CAN buses normally used to:

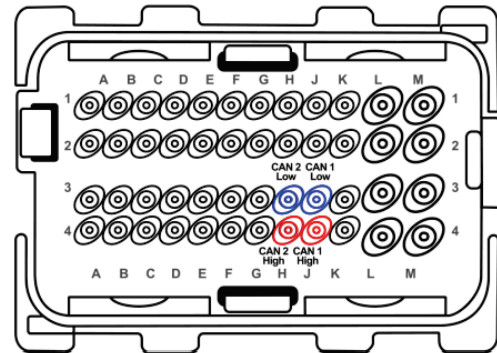
- CAN1: program and calibrate the ECU; it is the only one that features an internal 120 Ohm Resistor; on J3 connector.
- CAN2: communicate with other devices as dash loggers, ABS etc...; on J3 connector.
- CAN3: communicate with other devices as dash loggers, ABS etc...; on J2 connector.

Here below you find connectors pinout and connection table.

**J2 – 48 pins Molex central connector**



**J3 – 48 pins Molex right connector**



J2 connector pin	Pin function	AiM cable	J3 connector pin	Pin function	AiM cable
K4	CAN3 High	CAN +	J4	CAN1 High	CAN +
K3	CAN3 Low	CAN -	J3	CAN1 Low	CAN -
			H4	CAN2 High	CAN +
			H3	CAN2 Low	CAN -

### 3

## Race Studio configuration

Before connecting the AiM device to the ECU, set all functions using AiM software Race Studio. The parameters to set in the device configuration are:

- ECU manufacturer: **EFI\_EUROPE**
- ECU model: **EURO 8**

## 4

### “EFI\_EUROPE – EURO 8” protocol.

---

Channels received by AIM devices configured with “EFI\_EURO – EURO 8” protocol are:

<b>CHANNEL NAME</b>	<b>FUNCTION</b>
RPM	Engine RPM
Gear	Engaged gear
VehSpeed	Vehicle speed
SpeedFR	Front right wheel speed
SpeedRR	Rear right wheel speed
SpeedFL	Front left wheel speed
SpeedRL	Rear left wheel speed
DaxSpeed	Driving wheel speed
TH2O	Water temperature
TOil	Oil temperature
TFuel	Fuel temperature
TAir	Air temperature
TSpare	Custom channel temperature
TPS1	Throttle position sensor 1
TPS2	Throttle position sensor 2
MAP	Manifold air pressure
LNR1L	Analog linear input 1
DFarf	Throttle position derivative
DMap	Manifold pressure derivative
AE1	Fuel enrichment for positive TPS 1 transient
DE2	Fuel enrichment for negative TPS 1 transient
Slip	Slip factor
OsaSlip	Spark advance offset
TrimSlip	Driver trim of target slip
TcActive	Traction control status



LNR2L	Analog linear input 2
LNR3L	Analog linear input 3
LNR4R	Analog linear input 4
TErogBase	Injection time base map
TErog	Injection time
SA	Spark advance
SaBase	Spark advance base
AFRNGK1	Lambda 1
AFRNGK2	Lambda 2
KFuelLearn	Fuel learn trim
CLC1	Closed loop fuel trim 1
CLC2	Closed loop fuel trim 2
ShiftFlag	Shift flag
GearShiftTimeR	Gear shift time remain
OilPress	Oil pressure
FuelPress	Fuel pressure
Baro	Barometric pressure
LNR5L	Analog linear input 5
LNR6L	Analog linear input 6
VBattDir	Voltage battery direct
VBattKey	Voltage battery switched
BrakeF	Front brake pressure
BrakeR	Rear brake pressure
LNR7L	Analog linear input 7
LNR8L	Analog linear input 8
InCamaAdv	Inlet camshaft advance A
InCambAdv	Inlet camshaft advance B
ExCamcRet	Exhaust camshaft retard C
ExCamdRet	Exhaust camshaft retard D
sel eeprom table	Selected eeprom table
TargetSlipCalc	Target slip
TC Cut Level	Traction control cut level



SlipError	Slip error
I PPS1	Analog channel 1
I PPS2	Analog channel 2
UpValveOut	Valve UP status
DwValveOut	Valve DW status
BlipETB	Blip ETB status
Neutral Switch	Neutral input
Gear1	Analog channel
DiagUpShift	Diag UP shift
DiagDwShift	Diag DW shift
PAirPaddleShiftD	Pressure compressor

**Technical note:** not all data channels outlined in the ECU template are validated for each manufacturer's model or variant; some of the outlined channels are model and year specific, and therefore may not be applicable.