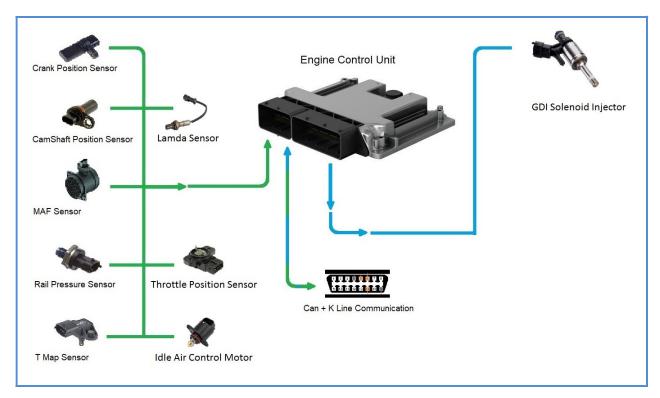


#### GDI Kit-Open ECU (Product Code: R&DU13)

## **GDI Open ECU**



### **Components of GDI Open ECU**

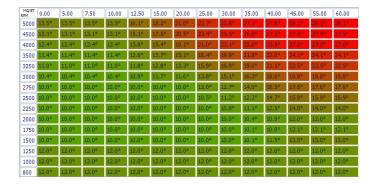
- Crankshaft position sensor (Measures crankshaft position)
- Camshaft position sensor (Measures camshaft position)
- MAF Sensor (Measures mass air flow)
- Rail pressure sensor (Measures common rail pressure)
- T Map sensor (Measures manifold temperature and pressure)
- Engine Control Unit (To Measure sensors and control series of actuators on an internal combustion engine and ensure excellent engine performance)
- Petrol solenoid injector (For fuel injection)
- Can + K line (For calibration and Troubleshoot)



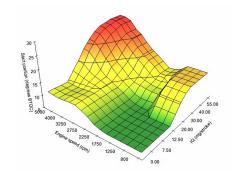


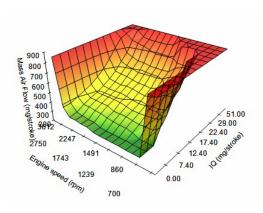
## **GDI Open ECU Functionality (Tunable Maps)**

- Set idle Speed (The user can set the required idle speed of the engine)
- Closed loop control for idling (ECU controls the injection until engine idle)
- Start injection angle for homogeneous operation-(The user can set the start of injection angle as desired)
- End injection angle for stratified operation-(The user can set the end of injection angle)
- Start angle for spark ignition-(The user can set the spark timing)
- Injection Duration (Calculated by the ECU)
- Open loop rail pressure (This is an special feature in which an user can set the Injection Pressure in terms Bar, variable from 10 to 110 bar)
- Calibration charts are provided for Injection Quantity at various pressure









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# GDI Kit-Open ECU (Product Code: R&DU13)

GDI Open ECU	
ECU processor	Infineon
Crankshaft position	Crank trigger wheel
Camshaft position	Cam trigger wheel
Crank position sensor	Variable reluctance sensor
Cam position sensor	Hall effect sensor
T-map	NTC
Mass air flow	Hot wire type
Software	Engine control system
High pump	Bosch CP-1
Fuel Filter	Bosch
Pre-supply Fuel Pump	Bosch
Fuel Rail	Bosch
Connecting pipes	Stainless steel
Injector	Solenoid Injector
Motor	Kirloskar 5HP 3 phase
Open ECU Capabilities	<ul> <li>Set idle Speed - (The user can set the required idle speed of the engine)</li> <li>Closed loop control for idling - (ECU controls the injection until engine</li> </ul>
	<ul> <li>Start injection angle for homogeneous operation-(The user can set the start of injection angle as desired)</li> </ul>
	<ul> <li>End injection angle for stratified operation-(The user can set the end of injection angle)</li> </ul>
	<ul> <li>Start angle for spark ignition-(The user can set the spark timing)</li> </ul>
	<ul> <li>Closed loop rail pressure - (Controlled by ECU, variable from 10 to 110 bar)</li> </ul>
	Calibration charts are provided for Injection Quantity at various pressure