

“What’s New?”



- Wide-band methanol control down to 2.9:1 A/F ratio.
- Engine Torque Management (ETM) to manage traction with 32 different levels of aggressiveness.
- CAN interface with Racepak Ultra-dash, VNET, & EGT modules!
- E10 – E85 ethanol systems (spring of 2009).
- Sequential fuel control for up to 24 injectors low impedance injectors in a staged configuration.
- 2 & 3-step starting line control for distributor and coil-on-plug systems.
- Dual (low and high) fan control
- Fan shut-off at Wide Open Throttle
- Transmission “Auto-Shift” control with shift light

In its base form, the GEN3 SEFI system includes WBO2 control, individual cylinder fuel and spark compensation, along with the following additional **standard** features:

- Configurable Load & RPM axis’ to enable optimization in desired operating range.
- Data Logging Internal (DAI) - 52 channels at 50 times/sec. All the parameters, required by the ECU to control fuel and spark are able to be logged without a PC in the Car!
- Capable of driving smart Coil-on-Plug (COP) ignitions with the stock sensors.
- Injector phasing, at the start of the fuel injection event.
- Programmable “peak-&-hold” injector drivers with current chopping capability. Software configurable ignition options for GM HEI, Ford TFI, LT1, V6_DIS, and IPU.
- Individual cylinder fuel & spark compensation. Turbocharged starting line timing curve.
- Integrated dual 2-Step for Coil-On-Plug (COP) ignitions.
- Low side (primary) and high side (secondary) fuel pump and engine cooling fan functionality.
- 1, 2, 3, 4 & 5 BAR MAP sensor compatible.
- Programmable injector opening vs. battery voltage.
- Improved transient fueling algorithms.
- Seamless decel fuel cut-off.

