

ELTA 800



20x faster than its predecessor, with more features and more inputs the Delta 800 is the most flexible ECU we have ever made. Using the latest processor and hardware designs it is able to decode all types of trigger pattern, features 2 channel DSP knock sensors, dual drive by wire and bipolar outputs for steppers and high side drivers. A true cutting edge engine control system for an incredible price.

Hardware Specification

High performance 32 bit e200z335 core processor @ 80MHz - Power Architecture Book E
Dedicated Time Processor Unit for core independent angle based signal processing
1.5Mb FLASH memory
8 x Injector outputs
8 x Ignition outputs software selected Logic level or IGBT Power
13 x Low side outputs 3A
2 x H-bridge outputs 5A current limiting
2 x DSP Knock inputs with programmable gain
4 x Hall effect digital inputs
10 x Linear analogue inputs
5 x NTC analogue input
2 x Lambda analogue inputs
2 x CAN 2.0B channels
1 x 500mA sensor supply outputs
4 x Bipolar outputs
Internal Baro Sensor
5 x VR/Hall effect digital inputs software selected

All outputs protected against short circuit with feedback for short/open circuit diagnosis
2 x 35 way AMPSeal connector
Bespoke ABS Enclosure
100% Surface Mount Technology
6-18V operating voltage
Internal monitoring of battery voltage, reference supply voltages and ECU temperature
Suitable for engine bay mounting
Size: 160 x 160 x 35mm Weight: 449g

Software Specification

Intuitive Bespoke Real Time Calibration Tool using micro USB CAN Interface Dongle
Up to 8 Cylinders Direct Ignition and Sequential Injection
Up to 12 Cylinders Wasted Spark and Sequential Injection
Engine Logbook Recording Vital Engine Statistics
Wide Range of Original Equipment Trigger Patterns Supported
32 x 32 Variable Breakpoint Fuel and Ignition Main Maps
Alpha-N, Speed Density or Hybrid Alpha-N with MAP Correction Load Input
Maximum Engine Speed Breakpoints up to 16,500rpm
Individual Cylinder Trim Maps for both Fuel and Ignition
Stereo Closed Loop Fuelling Control (Narrowband or Wideband) with Lambda Auto Mapping
User Configurable Hard and Soft Engine Speed Limiters as a function of Coolant Temperature
User Selectable OEM CAN Output to drive Original Equipment Dashboards and EPAS systems
Comprehensive Transient Fuelling Control
Closed Loop Boost Control with Overboost Fuel Cut Protection and Gear offsets
Comprehensive Environmental Corrections for Fuelling and Ignition
Cranking and Cold Start Enrichment Maps
Overrun Fuel Cut-off Strategy
Closed Loop Idle Speed Control for both Ignition and Idle Air Bypass Valve
Variable Camshaft Timing Control for up to 4 Camshafts
All Sensor Inputs are User Configurable
VTEC Cam Switching Control
Configurable Shift Lamp Control
Comprehensive Launch Control, Switched or Fully Automatic
Pit Lane Speed Limiter
Closed or open loop gear cut switch or direct GCU input, full Ignition Cut or Ignition Retard
Map Switching for Fuel, Ignition, Boost and Drive-by-Wire
NOS Control with Fuel Compensation
4 Cylinder Staged Injection
Air Conditioning Clutch Control with Two Stage Fans
Traction Control with Driver Controlled Slip Setting
DBW Throttle Blipper for Downshift Rev Matching
'Smart Charge' Alternator Control
Individual cylinder knock control
Dual CAN-BUS for OEM integration and Motorsport dashboards/loggers

RRP £849