The automotive common rail ECU is an ECU for Diesel engines with up to 6 cylinders. It is developed for use in combination with solenoid or piezo injectors. The software is provided with an optimized function range. The ECU is able to operate in a 12 V system.

### Application
- **Engine layout**: up to 6 cyl
- **Injector types**: solenoid or piezo valve injectors
- **Injection timing**: 1 pilot 1 main injection 1 post
- **Turbo boost control**: single Turbo
- **EGR control**: inductive

### Electrical Data
- **Power consumption w/o inj.**: approx. 5 W
- **Power consumption @ full load**: approx. 100 W
- **Inputs**: 16 analog, 12 digital
- **Inputs**: Crankshaft sensor
- **Inputs**: Camshaft sensor
- **Inputs**: Hall effect
- **Inputs**: 1 internal atmospheric pressure sensor (optional)

### Mechanical Data
- **Engine layout**: up to 6 cyl
- **Power consumption w/o inj.**: approx. 5 W
- **Power consumption @ full load**: approx. 100 W
- **Inputs**: 16 analog, 12 digital
- **Inputs**: Crankshaft sensor
- **Inputs**: Camshaft sensor
- **Inputs**: Hall effect
- **Inputs**: 1 internal atmospheric pressure sensor (optional)

### Dust and waterproof aluminium housing
- **Power consumption w/o inj.**: approx. 5 W
- **Power consumption @ full load**: approx. 100 W
- **Inputs**: 16 analog, 12 digital
- **Inputs**: Crankshaft sensor
- **Inputs**: Camshaft sensor
- **Inputs**: Hall effect
- **Inputs**: 1 internal atmospheric pressure sensor (optional)

### 2 connectors
- **6 injection power stages for solenoid or piezo injectors
- **4 PWM outputs
- **16 outputs: Main relay, fuel pump relay, fuel-pre-heat relay, warning lamp, EGR, VGT, etc..

### Weight
- ** approx.700g
- ** approx.700g
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- ** approx.700g
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### ECU internal temperature range
- **-40°C … +85°C
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### Connectors
- **Connector 1**: 81 ways
- **Connector 2**: 40 ways
- **1 CAN interface**: display / logger
- **1 RS232 / Kline**: Calibration software

### Included Features
- **Complete SW documentation**