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Cernusco sul Naviglio Oct 15th, 2004 RPM and Speed management

AIM products for auto/bike applications, MXL, MyChron 3 Plus, MyChron 3 Gold, M3XGLog have the same rpm management circuitry, so they can read RPM in the same ways. Three possibilities are offered:

- a) from the low level of the coil. The Primary of the Coil gives a signal at about 300-400 Volts at a frequency proportional to the Engine Number Revolution
- b) from a 5-12V square wave. This signal is generally an output coming from some ECUs, and it is normally used for managing electromechanic analog niddle rpm gauges. Our systems offer an input dedicated to this signal
- c) directly from the ECU. Our systems can manage the datastream produced by many programmable ECUs, both in CAN that in RS232. This is the easiest way for receiving the RPM value, since the documentation for how to connect the wires is always very complete.

N.B. Our systems are dashes and loggers, not Engine Controllers. The impedance, the circuit, the RPM management of our products IN NO WAY can alter, neither in positive neither in negative, the engine behaviour. It is not possible, using our systems, to modify the maximum rpm value, to change the rpm limit, to increase or decrease the spark level . Our products don't even offer any output that can be used to modify the engine behaviour or to vary carburetion.

The same considerations are valid for speed management: our systems receive the speed signal, generally a pulse every wheel revolution, and cannot, in any way, be used for an automatic speed control. They cannot be used for traction control, antislip, ABS, ESP and don't offer any output for changing or controlling the speed, neither of the vehicle, neither of a single wheel.

Aim s.r.l.
Enrico Rosignoli
President