

Vi-PEC V44 and V88 ECU



INTRODUCTION

AIM has developed special applications for many of the most common ECUs: by special applications we mean user-friendly systems which allow to easily connect your ECU to our hi-tech data loggers: users just need to install harness between the **logger** and the ECU.

Once connected, the logger displays (and/or records, depending on the logger and on the ECU data stream) values like RPM, engine load, throttle position (TPS), air and water temperatures, battery voltage, speed, gear, lambda value (air/fuel ratio), analog channels..

All AIM loggers include – free of charge – **Race Studio 2** software, a powerful tool to configure the system and analyze recorded data on your PC.

Warning: once the ECU is connected to the logger, it is necessary to set it in the logger configuration in Race Studio 2 software:

Select Manufacturer “VIPEC” and Model “V44_V88”.

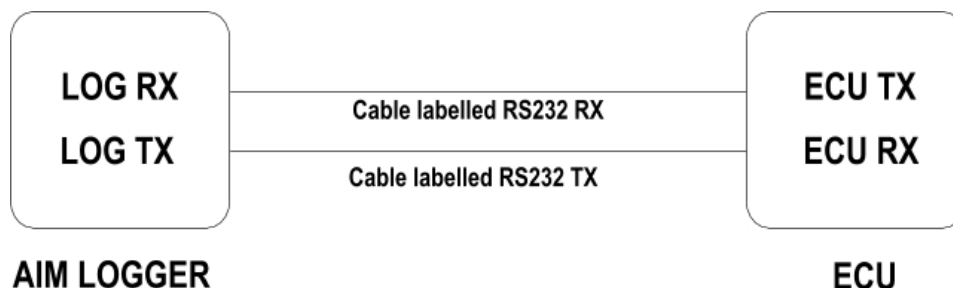
Refer to Race Studio Configuration user manual for further information concerning the loggers configuration.

Warning: it is strongly recommended to check whether the ECU needs specific software settings to export data.

IMPORTANT: using the latest “VIPEC Manager” software NO ADAPTER IS NEEDED to connect Vi-PEC V88 to an AIM logger

1 – Serial Communication Setup

Vi-PEC ECU has a serial communication protocol (RS232) and is equipped with 4 connectors used to communicate parameters to external loggers or to configure the ECU itself.



1.1 – ECU connectors Description

The image below shows the ECU connections:



“A” connector is necessary to power the ECU

“B” connector is used to connect different kinds of sensors to the ECU

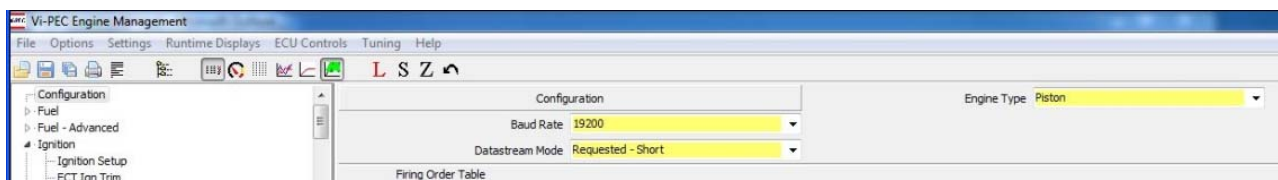
Connector labelled “USB” is used to connect the ECU to PC

Connector labelled “CAN” allows serial communication (see Chapter 2)

1.2 – Vi-PEC ECU Setup

The ECU must be re-configured using VIPEC Manager software:

- “BAUDRATE” has to be set at “**19200**”
- “DATASTREAM MODE” has to be “**REQUESTED SHORT**”



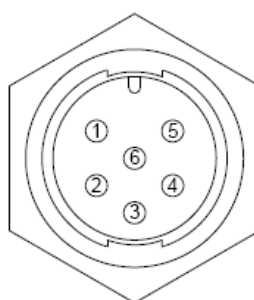
Warning: in case of lack of communication between logger and ECU, disconnect the ECU from PC

2 – Connection to AIM loggers

Connection between ECU and AIM loggers is to be made as follows:

- AIM cable labelled “RS232RX” is to be connected to pin 5 of ECU “CAN” connector (ECU RS232TX).
- AIM cable labelled “RS232TX” is to be connected to pin 6 of ECU “CAN” connector (ECU RS232RX).
- AIM cable labelled “GND” is to be connected to pin 1 of ECU “CAN” connector (GND).

ECU “CAN” connector is shown here below on the left (bottom connector) and its pinout is shown on the right.



Looking into ECU connector

Pin	Color	Function
1	Brown	Ground
2	Blue	N/A
3	White	CAN H
4	Green	CAN L
5	Yellow	ECU RS232 TX
6	Gray	ECU RS232 RX

3 – Vi-PEC ECU communication protocol

Channels received by AIM loggers connected to Vi-PEC ECU are:

ID	CHANNEL NAME	FUNCTION
ECU_1	VP_RPM	RPM
ECU_2	VP_MAP	Manifold Air Pressure
ECU_3	VP_MGP	NOT AVAILABLE
ECU_4	VP_BAROMETRIC	Barometric value
ECU_5	VP_TPS	Throttle position sensor
ECU_6	VP_DUTY_CYCLE	NOT AVAILABLE
ECU_7	VP_DUTY_CYC (S)	NOT AVAILABLE
ECU_8	VP_INJ_PW	Injection power
ECU_9	VP_ECT	Engine cooling temperature
ECU_10	VP_IAT	Intake air temperature
ECU_11	VP_BATT_VOLT	Battery voltage
ECU_12	VP_MAF	Mass Air Flow
ECU_13	VP_MAF_CYI	Cylinder Mass air flow
ECU_14	VP_GEAR	Gear Number
ECU_15	VP_ECU_TEMP	ECU temperature
ECU_16	VP_INJ_ANGLE	Injection angle
ECU_17	VP_IGN_ANGLE	Ignition angle
ECU_18	VP_CAM_INL_LH	Camshaft Inlet Position
ECU_19	VP_CAM_INL_RH	Camshaft Inlet Position
ECU_20	VP_CAM_EXH_LH	Camshaft Exhaust Position
ECU_21	VP_CAM_EXH_RH	Camshaft Exhaust Position
ECU_22	VP_GPTemp_AN1	Generic Temperature Channels
ECU_23	VP_GPTemp_AN2	Generic Temperature Channels
ECU_24	VP_GPTemp_AN3	Generic Temperature Channels
ECU_25	VP_GPTemp_AN4	Generic Temperature Channels
ECU_26	VP_GPPress_AN1	Generic Sensor Channels
ECU_27	VP_GPPress_AN2	Generic Sensor Channels
ECU_28	VP_GPPress_AN3	Generic Sensor Channels
ECU_29	VP_GPPress_AN4	Generic Sensor Channels
ECU_30	VP_GPPress_AN5	Generic Sensor Channels
ECU_31	VP_GPPress_AN6	Generic Sensor Channels
ECU_32	VP_GPPress_AN7	Generic Sensor Channels
ECU_33	VP_GPPress_AN8	Generic Sensor Channels
ECU_34	VP_GPPress_AN9	Generic Sensor Channels
ECU_35	VP_GPPress_AN10	Generic Sensor Channels
ECU_36	VP_GPPress_AN11	Generic Sensor Channels

ECU_37	VP_DI_SPEED1	Generic Speed Channels
ECU_38	VP_DI_SPEED2	Generic Speed Channels
ECU_39	VP_DI_SPEED3	Generic Speed Channels
ECU_40	VP_DI_SPEED4	Generic Speed Channels
ECU_41	VP_DI_SPEED5	Generic Speed Channels
ECU_42	VP_DI_SPEED6	Generic Speed Channels
ECU_43	VP_DI_FREQ1	Generic Frequency Channels
ECU_44	VP_DI_FREQ2	Generic Frequency Channels
ECU_45	VP_DI_FREQ3	Generic Frequency Channels
ECU_46	VP_DI_FREQ4	Generic Frequency Channels
ECU_47	VP_DI_FREQ5	Generic Frequency Channels
ECU_48	VP_DI_FREQ6	Generic Frequency Channels
ECU_49	VP_KNOCK_LEVEL	Knock level
ECU_50	VP_KNOCK_COUNT	Knock count
ECU_51	VP_KNOCK_TARGET	Knock Target
ECU_52	VP_DWELL_TIME	Coil Dwell Time
ECU_53	VP_OV_VOLT_LIM	Overvoltage Limiter (1=Act – 0=Not Act)
ECU_54	VP_OV_FUEL_LIM	Overrun Fuel Cut (1=Act – 0=Not Act)
ECU_55	VP_VOLTAGE_LIM	Voltage limit (1=Act – 0=Not Act)
ECU_57	VP_MAX_IGN_LIM	Max ignition limiter (1=Act – 0=Not Act)
ECU_58	VP_SPEED_LIM	Speed limiter (1=Act – 0=Not Act)
ECU_59	VP_MAP_LIM	Manifold air pressure limit (1=Act – 0=Not Act)
ECU_60	VP_RPM_LIM	RPM Limit(1=Act – 0=Not Act)
ECU_65	VP_AN_LIM	Limit (1=Act – 0=Not Act)
ECU_66	VP_WAKEUP_STATUS	Wake Up Status (1=Act – 0=Not Act)
ECU_67	VP_LCH_RPM_LIM	Launch RPM Limit (1=Act – 0=Not Act)
ECU_68	VP_UN_VOLT_LIM	Under Voltage Limit (1=Act – 0=Not Act)
ECU_69	VP_TG1_ERR_CNT	Trig1 Error Counter
ECU_70	VP_TG2_ERR_CNT	Trig2 Error Counter
ECU_76	VP_ECCS_WIDESLOT_ERR	ECCS Widest Slot Error (1=Y – 2=NO)
ECU_77	VP_TRIG2_ERR	Trig2 Error Signal (1=Y – 2=NO)
ECU_78	VP_TRIG1_ERR	Trig1 Error Signal (1=Y – 2=NO)