AiM Infotech

Michl Motorsport MM5 ECU

Release 1.01



ECU





This tutorial explains how to connect Michl Motorsport ECU to AiM devices. Supported models are:

MM5

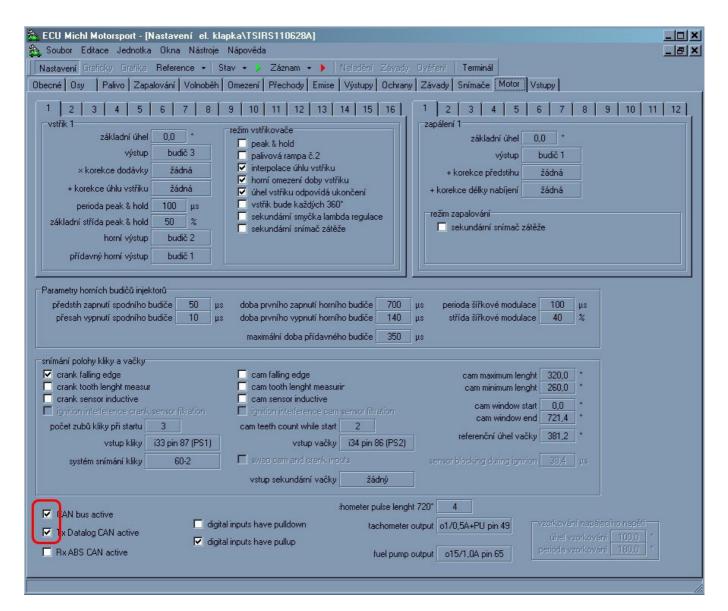
from firmware version V.154 onward

1

Software Setup

MM5 ECU needs to be set up via "ECU Michl Motorsport" software. Run it and this panel appears.

• go to motor layer and ensure that CAN parameters highlighted here below are enabled.

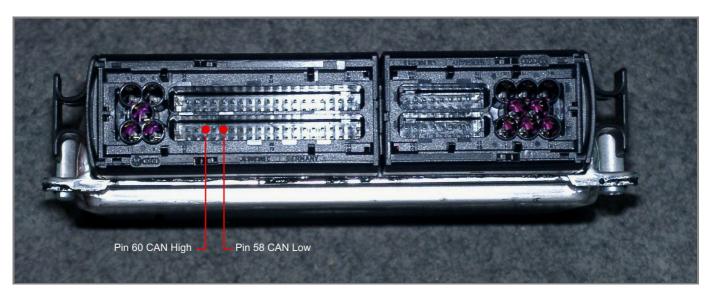




7

Wiring connection

MM5 ECU features a data transmission bus based on CAN. This is available on the ECU front connector shown. Below the image you find the connection table.



| Connector pin | Pin function | AiM cable |
|---------------|--------------|-----------|
| 60 | CAN High | CAN+ |
| 58 | CAN Low | CAN- |



3

AiM device configuration

Before connecting AiM device to the ECU, set this up using AiM Race Studio Software. The parameters to select in the device configuration are:

- ECU manufacturer "MICHL_MOTORSPORT"
- ECU Model "ECU_MM5"

4

Available channels

Channels received by AiM devices connected to "MICHL MOTORSPORT" "ECU_MM5" protocol are.

| ID | CHANNEL NAME | FUNCTION |
|--------|--------------|-----------------------------|
| טו | CHANNEL NAME | FONCTION |
| ECU_1 | MM_RPM | RPM |
| ECU_2 | MM_LOAD | Engine load |
| ECU_3 | MM_ADV | Ignition advance |
| ECU_4 | MM_ONTIME | Injector on time |
| ECU_5 | MM_ANGLE | Injector fire angle |
| ECU_6 | MM_DUTY | Injector duty |
| ECU_7 | MM_EGO1 | Exhaust gas oxygen sensor 1 |
| ECU_8 | MM_EGO2 | Exhaust gas oxygen sensor 2 |
| ECU_9 | MM_EGOL1 | Lambda correction 1 |
| ECU_10 | MM_EGOL2 | Lambda correction 2 |
| ECU_11 | MM_MAP | Manifold air pressure |
| ECU_12 | MM_OIP | Oil pressure |
| ECU_13 | MM_FUP | Fuel pressure |
| ECU_14 | MM_BAP | Barometric pressure |
| ECU_15 | MM_KNOCK1 | Knock sensor value 1 |
| ECU_16 | MM_KNOCK2 | Knock sensor value 2 |
| | | |

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| ECU_17 | MM_AP1 | Gas pedal position 1 |
|--------|----------------|----------------------------------|
| ECU_18 | MM_AP2 | Gas pedal position 2 |
| ECU_19 | MM_TPS | Throttle position |
| ECU_20 | MM_ITS | Idle throttle position |
| ECU_21 | MM_BATT | Battery supply |
| ECU_22 | MM_MAV | Manifold air volume |
| ECU_23 | MM_STAT_MSB | Binary status description higher |
| ECU_24 | MM_STAT_LSB | Binary status description lower |
| ECU_25 | MM_CAM1 | Camshaft angle |
| ECU_26 | MM_CAM2 | Second camshaft angle |
| ECU_27 | MM_SLIP | Calculated wheel slip |
| ECU_28 | MM_SPEED_LEFT | Left wheel speed |
| ECU_29 | MM_SPEED_RIGHT | Right wheel speed |
| ECU_30 | MM_SPEED_DRVN | Driven wheel speed |
| ECU_31 | MM_SPEED_PULL | Pulled wheel speed |
| ECU_32 | MM_FHP | Fuel high pressure |
| ECU_33 | MM_MIP | Air pressure before throttle |
| ECU_34 | MM_ITP | Idle throttle required position |
| ECU_35 | MM_SPEED | Average wheel speed |
| ECU_36 | MM_FUT | Fuel temperature |
| ECU_37 | MM_CLT | Engine coolant temperature |
| ECU_38 | MM_OIT | Oil temperature |
| ECU_39 | MM_MAT | Manifold air temperature |
| ECU_40 | MM_HDT | Heat temperature |
| | | |