

Technical Bulletin



DP02	TB0032-2008	Elan Motorsports Technologies	
From:	Chip Lewis		
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Attention all Elan DP02 teams

EMT will be upgrading all DP02 ECUs at the 2008 Petit Le Mans race. The new engine map is **IMSA Lites Rev. N**. The new engine map will include the following changes:

1. **Pitlane Speed Limiter** - Closed loop control will control the car's speed to less than 60 kph (IMSA Regulation). This speed limiter is not absolute. A driver can possibly "punch" through 60kph if he tries. The limiter will work in 1st and 2nd gear. The limiter will not activate if the vehicle speed is above 80kph. The limiter requires that a wheelspeed sensor be connected to the ECU (A connector was provided as part of the harness upgrade that occurred with the Flatshift), and installed on a front wheel. The limiter also requires a switch to be connected to the ECU (A connector was provided as part of the harness upgrade that occurred with the Flatshift).
2. **Gear Position** – The default gear position has been changed from 6th gear to 1st gear. This will allow the pit limiter to work, if the gear position sensor fails or is not installed. If the sensor is failed or not installed, it will be possible to accidentally activate the system in higher gears (Above second) if the vehicle speed is lower than 80kph.
3. **Lambda Error Diagnosis** – Revised error detection of the lambda sensor has been implemented.
4. **Idle Control Threshold** – The idle control threshold has been lowered from 2.0% to 1.2% to help reduce any throttle response lag. This problem may be seen when mechanics are warming up the car, or a driver is trying to pull away from a stationary position. If the idle stop is set higher than 1.2% then the closed loop idle control will not work, and a high idle may result.

If you have any questions please contact <mailto:dp02@elanpower.com>.