Active Data Maps of Control Unit for Racing Motorcycle

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BIOGRAPHICAL NOTES

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KEY WORDS
Checksum, Control Unit, Engine Management, Data Maps.

ABSTRACT
The current engine management of the four-stroke piston combustion engine require a continual distribution of the operational information. From this reason it is necessary to control the correctness of these data all the time. In order to realise this control process it should be applied the special software, which enables reading of the data fields and in this way it contributes to a faster and more correct distribution of the active measured values.

1. Introduction
The modern control units of the high-power spark-ignition engines are operating with different structures of the control algorithms and they are using also various related modification software products. The final power output of a four-stroke spark-ignition engine depends not only on a structure of the primary fuel maps during the tuning process, which is performed in the framework of the engine management, but it is necessary to take into consideration also the related data fields.

It is possible to adjust the engine management function by means of the data field editing process in the case of a high-power engine operation. A possibility to replace some of the electronic components, which are arranged in the printed circuit of the control unit, is only a very rare and specified occurrence. The most of serially produced motor-management systems that are specified for the racing motorbikes are designed with regard to the very demanding requirements concerning the speed and extent of data processing. These vehicles are not equipped with the special systems ensuring comfort and safety conditions because they are oriented towards the maximum power output parameters. The control algorithms of the control units are complicated and they are integrated mutually. Therefore it is not necessary to replace them by any specialized unoriginal control systems.

The more sophisticated possibility for editing of the data field requires an application of the specialised modification software, which is intended for the data fields with an active linkage to the sensors. In this paper there are presented results from application of the WinOLS 1.721 software.

2. Experimental Section
2.1 Data composition of engine management
The engine management control system is specified by a computer code, which determines real steps of the control program. The control unit microprocessor is using combinations of the elementary binary digits 0 and 1. Due to managing of the individual activities the control software operates with numerical combinations in the hexadecimal form (Fig. 1). The individual data fields are determined by means of the data, which are recorded and saved in the above-mentioned forms. In order to modify the control program it is necessary to know relations between the hexadecimal system (hex.) and the decimal system (dec.). The control program ECU uses the format hex., which consists of 16 signs. There are applied the numerals from 0 to 9 together with the alphabetic letters from A to F [1].

The transformation process from the hexadecimal format to the decimal data by means of the editing software is important during adjustment of the basic data fields concerning the fuel injection, spark advance or input temperature data. A lot of the professional modification software products offer this transformation possibility with only very simple settings. If the basic view menu does not offer this transformation possibility, there is at disposal a calculator in the Windows operational system. In our case we applied the modification software WinOLS for the determination and editing of the data fields (Fig. 2). This software is well known in the branch of the automotive chip-tuning, however during the data reading in a suitably chosen format can be applied also various other kinds of the motorbike control units [2].

![Fig. 1: Hexadecimal data format of motorcycle KAWASAKI KX450F.](image)

The program WinOLS uses predominately the operational formats bin, hex, ols, olsx, s19, BdmToGo and vSpire. After correction it works with the formats HONDA E2P and KAWASAKI KSD. In order
to display the operational data of the control unit the information structure is projected according to the various conceptions and that is why everyone producer can choose his own data structure regime [3].

The most sophisticated modification programs enable an exact selection of the functional data fields from the memory EPROM as well as following correct modification of them. All the necessary information, which are unavoidable for a correct and fast reaction of the motor-management are addressed in such way so as all inputs to the control unit are only the correct input data. The contact address of the data information is determined in the data matrix by means of a combination of the corresponding line and column. These addresses are given in the hexadecimal system [4].

A very important condition for adjustment of the control program is keeping of the control summation level, i.e. the so-called checksum. This control summation serves predominately for a control of the saved data integrity in the memory EPROM/EEPROM. The algorithm controls the correctness of the used data. The producers of the control units are using the checksum also for the safety purposes of external protection of the data fields. The advanced user ambient of the editing programs enables to perform calculation of the checksum corrections in order the final value corresponds to the requirements of the control unit software. The original numerical values of the control software represent not only the concrete values (e.g. values of the injection process), but also they enable to realise the following calculation process of the real values (Fig. 3). During the data transformation it is necessary to know the computational algorithm, which is included in the computer code [5].

It is a necessary task to assemble the optimal data fields in order to improve the power output parameters. There is created a complex system of interrelations among the individual data fields and due this fact they are influencing each other. Considerable is also a relation between the input and output parameters of the motor-management. The control unit enables to perform corrections of the above-mentioned mutual interrelations and to modify the output values (Fig. 4) [6].

The engine management is able to adjust the output values according to the mutual interrelations that are presented in the two-dimensional or three-dimensional data fields. These data fields are called the data maps. In order to increase the power output parameters together with increasing of the combustion process efficiency the most important data maps are as follows:
- data fields of the fuel injection,
- data fields of the spark advance,
- data fields of the charging pressure regulation,
- data fields of the supplementary systems (EGR,
Verification of the impact of using individual fuel maps and ignition advance on a roller dynamometer confirmed the performance gains of 12% and an increase in torque by 10% (Fig. 6). Engine after adjusting disposed of greater flexibility and improved acceleration.

Fig. 6: Output characteristics before and after modification of engine management.

4. Conclusion

The modern control systems of the four-stroke spark-ignition engine require a continual distribution of the correct operational information. Therefore it is necessary to control correctness of these data all the time. The specialised modification software WinOLS 1.721 is developed just for this purpose. It enables recording of the data fields obtained from the sensing elements and following editing of them. The correct editing of the data field contributes to a faster and more correct distribution of the sensed values. This methodology increases efficiency of the motor-management operation of the racing spark-ignition engine.

5. Acknowledge

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Fig. 5: Recording of operating parameters on racing track.

Determination of parameters of power and torque is decisive element in the editing engine management. Traceability of effect modification of data fields is important in assessing the accuracy of modifications engine management. Any major modification of the control unit of activity produces adequate changes, and therefore the best way to capture the changes manifested measurement characteristics on the power of the combustion engine dynamometer. To verify the accuracy of editing data fields injection and ignition advance roller dynamometer was used DYNJOET 250I in society EUROTANK RACING Betliar. This is one of the most advanced dynamometers used in determining performance parameters of motorcycles.

3. Results and Discussion

3.1 Verification the correctness of adjustment engine management

To verify the proper functionality of the modified engine management system is a necessary tool that allows to check correctness. For this purpose was designed KX Racing Software from KEIHIN CORPORATION (Fig.5).

This system allows to control the activities of the following operating parameters:
- engine speed (1),
- TPS throttle position (2),
- vacuum in intake pipe (3),
- temperature of cooling liquid (4),
- temperature of intake air (5),
- condition of advance ignition (6),
- condition of fuel injection (7),
- transmission gear (8),
- power status (9).

NOS etc.),
- data fields of the sensors and active components.
6. References


