T: +44 (0) 1926 889 121 E: office@dtafast.co.uk W: www.dtafast.co.uk

T-SERIES ECU

T2 IGNITION

- Ignition Only
- Wideband Lamda monitoring
- Up to 4 cylinders
- Up to 12 cylinders with distributor(s)
- 13 inputs
- 6 outputs
- 3 control strategies
- IP67 extruded aluminium case

The T2i is the ideal choice for histoic, carburetted engines. It has wideband lambda monitoring and logging to help tune and diagnose fuelling issues with carburettors. It has flat-shift for dog-engaged gearboxes and can run engines up to 12 cylinders with distributors or 4 cylinders with wasted spark. It even has launch control and boost control!

T-Series engine control units are powered by an all-new, automotive specific, multi-core processor. They feature multiple safety redundancies, high resolution map tables, fully configurable I/O and up to 32Mb of up to 1Khz logging with compression algorithms for fast log downloads. The PC software has a user-friendly, responsive design for better readability on high resolution monitors using high scaling (DPI). It features a full oscilloscope for crankshaft/camshaft signal analysis and allows firmware to be upgraded without special cables or separate software.

INPUTS	
Analogue (0-5v)	6
Digital	2
Thermistor (NTC)	2
Wheel Speed	1
Wideband Lambda	1
Knock	0

OUTPUTS	
Digital (PWM)	4
Coil Drivers	2
Injector Drivers	0
Cam Solenoid Drivers	0
H-Bridge (FBW) Drivers	0

COMMUNICATIONS	
USB	For PC connection
Serial	For dyno box connection
CAN bus	For communication with dashboards, power distribution modules, dataloggers etc.

CONTROL STRATEGIES	
Auxiliary PWM Control	✓
Pit Limiter	
Launch Control	✓
Flat-shift Control	✓
VTEC Control	✓
Boost Control	✓
Idle Control	
Wideband Lambda	single
Variable Cam Control	X
Traction Control	X
Wet/Dry Traction	X
Fly-by-wire Control	X
Knock Control	X
Paddle-shift Control	X

MISC	
Dimensions	130x105x45mm
Weight	
Material	extruded aluminium
Ingress Protection	IP67
Hardware Upgradeable	To T2

T: +44 (0) 1926 889 121 E: office@dtafast.co.uk W: www.dtafast.co.uk

T-SERIES ECU

T2

- Wideband Lambda control
- Up to 4 cylinders
- 13 inputs
- 8 outputs
- 5 control strategies
- IP67 extruded aluminium case

The T2 is a full management ECU which is ideal for 4-cylinder engines that have no requirement for more advanced features such as continuously variable camshaft control, traction control etc. It features flat-shit, launch control, VTEC control and full, closed-loop wideband lambda control.

T-Series engine control units are powered by an all-new, automotive specific, multi-core processor. They feature multiple safety redundancies, high resolution map tables, fully configurable I/O and up to 32Mb of up to 1Khz logging with compression algorithms for fast log downloads. The PC software has a user-friendly, responsive design for better readability on high resolution monitors using high scaling (DPI). It features a full oscilloscope for crankshaft/camshaft signal analysis and allows firmware to be upgraded without special cables or separate software.

INPUTS	
Analogue (0-5v)	6
Digital	2
Thermistor (NTC)	2
Wheel Speed	1
Wideband Lambda	1
Knock	0

OUTPUTS	
Digital (PWM)	4
Coil Drivers	2
Injector Drivers	2
Cam Solenoid Drivers	0
H-Bridge (FBW) Drivers	0

COMMUNICATIONS	
USB	For PC connection
Serial	For dyno box connection
CAN bus	For communication with dashboards, power distribution modules, dataloggers etc.

CONTROL STRATEGIES	
Auxiliary PWM Control	✓
Pit Limiter	
Launch Control	✓
Flat-shift Control	✓
VTEC Control	✓
Boost Control	✓
Idle Control	
Wideband Lambda	single
Variable Cam Control	X
Traction Control	X
Wet/Dry Traction	X
Fly-by-wire Control	X
Knock Control	X
Paddle-shift Control	X

MISC	
Dimensions	130x105x45mm
Weight	
Material	extruded aluminium
Ingress Protection	IP67
Hardware Upgradeable	No

T: +44 (0) 1926 889 121 E: office@dtafast.co.uk W: www.dtafast.co.uk

T-SERIES ECU

T4

- Wideband Lambda control
- Up to 8 cylinders
- 18 inputs
- 15 outputs
- 7 control strategies
- IP67 billet aluminium case

The T4 can run 4-cylinder engines fully-sequentially or 6 and 8 cylinder engines semi-sequentially. Highlight features on the T4 are traction control, single variable cam control and a CNC machined, billet aluminium enclosure.

T-Series engine control units are powered by an all-new, automotive specific, multi-core processor. They feature multiple safety redundancies, high resolution map tables, fully configurable I/O and up to 32Mb of up to 1Khz logging with compression algorithms for fast log downloads. The PC software has a user-friendly, responsive design for better readability on high resolution monitors using high scaling (DPI). It features a full oscilloscope for crankshaft/camshaft signal analysis and allows firmware to be upgraded without special cables or separate software.

INPUTS	
Analogue (0-5v)	8
Digital	3
Thermistor (NTC)	3
Wheel Speed	2
Wideband Lambda	1
Knock	0

OUTPUTS	
Digital (PWM)	6
Coil Drivers	4
Injector Drivers	4
Cam Solenoid Drivers	1
H-Bridge (FBW) Drivers	0

COMMUNICATIONS	
USB	For PC connection
Serial	For dyno box connection
CAN bus	For communication with dashboards, power distribution modules, dataloggers etc.

CONTROL STRATEGIES	
Auxiliary PWM Control	✓
Pit Limiter	
Launch Control	✓
Flat-shift Control	✓
VTEC Control	✓
Boost Control	✓
Idle Control	
Wideband Lambda	single
Variable Cam Control	single
Traction Control	✓
Wet/Dry Traction	X
Fly-by-wire Control	X
Knock Control	X
Paddle-shift Control	X

MISC	
Dimensions	180x188x44mm
Weight	
Material	billet aluminium
Ingress Protection	IP67
Hardware Upgradeable	To T4+

T: +44 (0) 1926 889 121 E: office@dtafast.co.uk W: www.dtafast.co.uk

T-SERIES ECU

T4+

- Knock & Fly-By-Wire control
- Wideband Lambda control
- Up to 8 cylinders
- 19 inputs
- 16 outputs
- 9 control strategies
- IP67 billet aluminium case

The T4+ is the ideal choice for running a 4-cylinder engine fully sequentially with single variable cam control, single fly-by-wire throttle and single knock control. It can also run 6 or 8 cylinder engines semi-sequentially.

T-Series engine control units are powered by an all-new, automotive specific, multi-core processor. They feature multiple safety redundancies, high resolution map tables, fully configurable I/O and up to 32Mb of up to 1Khz logging with compression algorithms for fast log downloads. The PC software has a user-friendly, responsive design for better readability on high resolution monitors using high scaling (DPI). It features a full oscilloscope for crankshaft/camshaft signal analysis and allows firmware to be upgraded without special cables or separate software.

INPUTS	
Analogue (0-5v)	8
Digital	3
Thermistor (NTC)	3
Wheel Speed	2
Wideband Lambda	1
Knock	1

OUTPUTS	
Digital (PWM)	6
Coil Drivers	4
Injector Drivers	4
Cam Solenoid Drivers	1
H-Bridge (FBW) Drivers	1

COMMUNICATIONS	
USB	For PC connection
Serial	For dyno box connection
CAN bus	For communication with dashboards, power distribution modules, dataloggers etc.

CONTROL STRATEGIES	
Auxiliary PWM Control	✓
Pit Limiter	
Launch Control	✓
Flat-shift Control	✓
VTEC Control	✓
Boost Control	✓
Idle Control	
Wideband Lambda	single
Variable Cam Control	single
Traction Control	✓
Wet/Dry Traction	✗
Fly-by-wire Control	single
Knock Control	single
Paddle-shift Control	✗

MISC	
Dimensions	180x188x44mm
Weight	
Material	billet aluminium
Ingress Protection	IP67
Hardware Upgradeable	No

T: +44 (0) 1926 889 121 E: office@dtafast.co.uk W: www.dtafast.co.uk

T-SERIES ECU

T8

- Dual wideband Lambda control
- Up to 12 cylinders
- 28 inputs
- 27 outputs
- 9 control strategies
- IP67 billet aluminium case

The T8 is ideal for fully sequential 6 or 8 cylinder engines but can also run 12 cylinder engines semi-sequentially. The T8 features dual wideband lamda and dual variable cam control making it a great choice for V engines. It also has 4 wheel speed inputs to allow for more advanced traction control, including wet/dry modes.

T-Series engine control units are powered by an all-new, automotive specific, multi-core processor. They feature multiple safety redundancies, high resolution map tables, fully configurable I/O and up to 32Mb of up to 1Khz logging with compression algorithms for fast log downloads. The PC software has a user-friendly, responsive design for better readability on high resolution monitors using high scaling (DPI). It features a full oscilloscope for crankshaft/camshaft signal analysis and allows firmware to be upgraded without special cables or separate software.

INPUTS	
Analogue (0-5v)	12
Digital	6
Thermistor (NTC)	3
Wheel Speed	4
Wideband Lambda	2
Knock	0

OUTPUTS	
Digital (PWM)	9
Coil Drivers	8
Injector Drivers	8
Cam Solenoid Drivers	2
H-Bridge (FBW) Drivers	0

COMMUNICATIONS	
USB	For PC connection
Serial	For dyno box connection
CAN bus	For communication with dashboards, power distribution modules, dataloggers etc.

CONTROL STRATEGIES	
Auxiliary PWM Control	✓
Pit Limiter	
Launch Control	✓
Flat-shift Control	✓
VTEC Control	✓
Boost Control	✓
Idle Control	
Wideband Lambda	dual
Variable Cam Control	dual
Traction Control	✓
Wet/Dry Traction	✓
Fly-by-wire Control	✗
Knock Control	✗
Paddle-shift Control	✗

MISC	
Dimensions	180x188x44mm
Weight	
Material	billet aluminium
Ingress Protection	IP67
Hardware Upgradeable	To T8+/T12/T12+

T: +44 (0) 1926 889 121 E: office@dtafast.co.uk W: www.dtafast.co.uk

T-SERIES ECU

T8+

- Knock & Fly-By-Wire control
- Dual wideband Lambda control
- Up to 12 cylinders
- 30 inputs
- 29 outputs
- 10 control strategies
- IP67 billet aluminium case

The T8+ is ideal for fully sequential 6 or 8 cylinder engines that require fly-by-wire, knock control and paddle shift. It can also run 12 cylinder engines semi-sequentially. The T8+ features dual wideband lamda, dual variable cam control and dual fly-by-wire making it a great choice for V engines.

T-Series engine control units are powered by an all-new, automotive specific, multi-core processor. They feature multiple safety redundancies, high resolution map tables, fully configurable I/O and up to 32Mb of up to 1Khz logging with compression algorithms for fast log downloads. The PC software has a user-friendly, responsive design for better readability on high resolution monitors using high scaling (DPI). It features a full oscilloscope for crankshaft/camshaft signal analysis and allows firmware to be upgraded without special cables or separate software.

INPUTS	
Analogue (0-5v)	12
Digital	6
Thermistor (NTC)	3
Wheel Speed	4
Wideband Lambda	2
Knock	2

OUTPUTS	
Digital (PWM)	9
Coil Drivers	8
Injector Drivers	8
Cam Solenoid Drivers	2
H-Bridge (FBW) Drivers	2

COMMUNICATIONS	
USB	For PC connection
Serial	For dyno box connection
CAN bus	For communication with dashboards, power distribution modules, dataloggers etc.

CONTROL STRATEGIES	
Auxiliary PWM Control	✓
Pit Limiter	
Launch Control	✓
Flat-shift Control	✓
VTEC Control	✓
Boost Control	✓
Idle Control	
Wideband Lambda	dual
Variable Cam Control	dual
Traction Control	✓
Wet/Dry Traction	✓
Fly-by-wire Control	dual
Knock Control	dual
Paddle-shift Control	✓

MISC	
Dimensions	180x188x44mm
Weight	
Material	billet aluminium
Ingress Protection	IP67
Hardware Upgradeable	To T12/T12+

T: +44 (0) 1926 889 121 E: office@dtafast.co.uk W: www.dtafast.co.uk

T-SERIES ECU

T12

- Dual wideband Lambda control
- Up to 12 cylinders
- 35 inputs
- 40 outputs
- 10 control strategies
- IP67 billet aluminium case

The T12 is ideal for more advanced V engines. It can run up to 12 cylinders fully seqentially, features quad variable cam control, paddle shift and has more I/O than you can shake a stick at!

T-Series engine control units are powered by an all-new, automotive specific, multi-core processor. They feature multiple safety redundancies, high resolution map tables, fully configurable I/O and up to 32Mb of up to 1Khz logging with compression algorithms for fast log downloads. The PC software has a user-friendly, responsive design for better readability on high resolution monitors using high scaling (DPI). It features a full oscilloscope for crankshaft/camshaft signal analysis and allows firmware to be upgraded without special cables or separate software.

INPUTS	
Analogue (0-5v)	16
Digital	9
Thermistor (NTC)	3
Wheel Speed	4
Wideband Lambda	2
Knock	0

OUTPUTS	
Digital (PWM)	12
Coil Drivers	12
Injector Drivers	12
Cam Solenoid Drivers	4
H-Bridge (FBW) Drivers	0

COMMUNICATIONS	
USB	For PC connection
Serial	For dyno box connection
CAN bus	For communication with dashboards, power distribution modules, dataloggers etc.

CONTROL STRATEGIES	
Auxiliary PWM Control	✓
Pit Limiter	
Launch Control	✓
Flat-shift Control	✓
VTEC Control	✓
Boost Control	✓
Idle Control	
Wideband Lambda	dual
Variable Cam Control	quad
Traction Control	✓
Wet/Dry Traction	✓
Fly-by-wire Control	✗
Knock Control	✗
Paddle-shift Control	✓

MISC	
Dimensions	180x188x44mm
Weight	
Material	billet aluminium
Ingress Protection	IP67
Hardware Upgradeable	To T12+

T: +44 (0) 1926 889 121 E: office@dtafast.co.uk W: www.dtafast.co.uk

T-SERIES ECU

T12+

- Knock & Fly-By-Wire control
- Dual wideband Lambda control
- Up to 12 cylinders
- 37 inputs
- 42 outputs
- 10 control strategies
- IP67 billet aluminium case

The T12+ is the big daddy in the DTA range. It's packed with pretty much everything you'd need to run complex engines up to 12 cylinders, fully sequentially. Dual fly-by-wire, dual knock, quad variable cam, paddle shift - everything but the kitchen sink!

T-Series engine control units are powered by an all-new, automotive specific, multi-core processor. They feature multiple safety redundancies, high resolution map tables, fully configurable I/O and up to 32Mb of up to 1Khz logging with compression algorithms for fast log downloads. The PC software has a user-friendly, responsive design for better readability on high resolution monitors using high scaling (DPI). It features a full oscilloscope for crankshaft/camshaft signal analysis and allows firmware to be upgraded without special cables or separate software.

INPUTS	
Analogue (0-5v)	16
Digital	9
Thermistor (NTC)	3
Wheel Speed	4
Wideband Lambda	2
Knock	2

OUTPUTS	
Digital (PWM)	12
Coil Drivers	12
Injector Drivers	12
Cam Solenoid Drivers	4
H-Bridge (FBW) Drivers	2

COMMUNICATIONS	
USB	For PC connection
Serial	For dyno box connection
CAN bus	For communication with dashboards, power distribution modules, dataloggers etc.

CONTROL STRATEGIES	
Auxiliary PWM Control	✓
Pit Limiter	
Launch Control	✓
Flat-shift Control	✓
VTEC Control	✓
Boost Control	✓
Idle Control	
Wideband Lambda	dual
Variable Cam Control	quad
Traction Control	✓
Wet/Dry Traction	✓
Fly-by-wire Control	dual
Knock Control	dual
Paddle-shift Control	✓

MISC	
Dimensions	180x188x44mm
Weight	
Material	billet aluminium
Ingress Protection	IP67
Hardware Upgradeable	No