

Electromotive is one of the pioneers in the ignition and engine management industry. For over 25 years we've been building only professional grade systems for the performance and racing industry. As a matter of fact, our engineers were responsible for designing the first high resolution distributorless ignition system in the world. We've been perfecting our ignition formula ever since the first system, and we incorporate it into every engine management system we build. Designed and built in our Virginia headquarters, we offer in-house technical and engineering support and a 3 year warranty that's 3 x the industry norm.

The new **TEC EVO** represents the latest engine management system from Electromotive. Positioned as our flagship ECU, the TEC EVO incorporates all the hallmark advantages Electromotive systems have been known for over the years, such as:

- Industry leading ignition system
- Rock solid performance
- Bullet-proof reliability
- Easy and intuitive software interface
- Top notch dealer and factory support
- US design, engineering and manufacturing

The new TEC EVO also incorporates cutting edge new hardware and software to allow for easier integration with today's modern engines. Our engineers have spent countless hours designing and engineering the new TEC EVO to be a system that not only meets the needs of our racing and performance customers today, but can grow to accommodate the needs of customers in the years to come. Some of the exciting new additions to the TEC EVO include:

- Completely new WinTEC5 software interface
- USB communications
- Industry leading ignition, now with up to 8 cylinder COP
- Closed loop cam control
- External USB memory for data recording
- Two CAN outputs (user definable)
- Throttle control hardware on-board
- 20 auxiliary channels
- Completely new processor core
- New sub processor sets

Add to these the functionality we've slated for future software/firmware releases, and you'll have a hard time finding an application for which the new TEC EVO doesn't meet your needs. Some of the future software upgrades already in the works include:

- Direct injection EFI control
- Bluetooth tablet/handheld interface
- Datalog video overlay

With all these new features to make life easier for our customers combined with our already unmatched ignition system, product reliability and support, the new TEC EVO will be the last engine management you'll buy... until you start a new project.

TEC EVO summary

Type	<ul style="list-style-type: none"> • PC programmable ignition + EFI
Coil Drivers	<ul style="list-style-type: none"> • 8 high-current inductive w/closed-loop dwell control
Injector Drivers	<ul style="list-style-type: none"> • 8 peak and hold drivers with variable current control • Sequential injection up to 8 cylinders • Staged injection with up to 16 injectors
General Purpose Inputs/Outputs	<ul style="list-style-type: none"> • 20 channels total • 8 PWM • 8 analog in (0-5v) • 4 frequency inputs • 4 additional RTD inputs
Dedicated Sensor Inputs	<ul style="list-style-type: none"> • Crank trigger • Cam trigger (optional) • Manifold air pressure • Coolant temperature sensor • Manifold air temperature sensor • Throttle position sensor • Knock sensor (optional) • O2 sensor (wideband or narrowband) • Barometric pressure
Other Outputs	<ul style="list-style-type: none"> • Tach output (configurable) • CE light • Datalog status light • Fuel pump output (programmable)
Data Logging	<ul style="list-style-type: none"> • Yes (to USB Flash Drive)
CAN Support	<ul style="list-style-type: none"> • Yes (2 Busses, one user definable)
Supported Engines	<ul style="list-style-type: none"> • 1-, 2-, 3-, 4-, 6-, 8-, 12-, 16- cyl 4 stroke • 1-, 2-, 3-, 4-, 6-, 8- cyl 2 stroke • 1-, 2-, 3-, 4-, 6-, 8- COP/CP4 stroke • 1-, 2-, 3-, and 4-rotor rotary engines • 1-, 4-, 6-, or 8 cylinder Dual Plug • 2-, 4-, and 6- cylinder odd-fire.