

# MAF FUSION

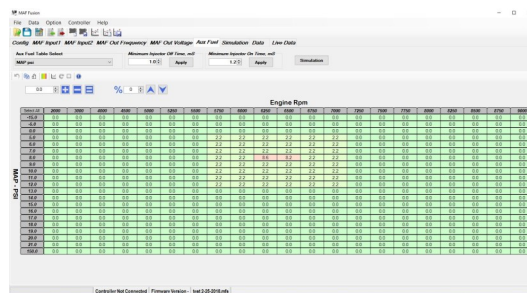
## MAF Fusion mass airflow sensor signal interface module & auxiliary injector controller

Part #: MF-001

Retail cost: \$589.00

### Features:

- Inputs
  - Two frequency type MAF sensor inputs (0 to 20,000 Hz input range)
  - RPM input (with software selectable pull-up circuit)
  - MAP/boost sensor input (user configurable for most 0-5 volt linear output MAP and pressure sensors)
  - Data log activation
  - USB on remote bulkhead connector (for live view of data, reprogramming MAF Fusion and reading data logs)
- Outputs
  - Frequency type MAF signal output (0-20,000 Hz)
  - Voltage type MAF signal output (0-5 volts)
  - Bank 1 injector control (up to 4 high impedance injectors)
  - Bank 2 injector control (up to 4 high impedance injectors)
  - Auxiliary injector driver signal (Push/Pull +12V, low current)
  - LED indicators for power, status of MAF sensor inputs & error condition notification built into enclosure
- MAF input signals can be averaged, combined or subtracted from each other
- Fast and slow response filtering of each MAF input at each frequency step
- MAF sensor curves can be different for all inputs and outputs
- MAF frequency input and output range from 0 to 20,000 Hz
- Up to 250 calibration data points for each MAF curve (in and out)
- Auxiliary injector control by MAP or airflow vs RPM
  - Up to 21 x 21 table size with user defined axis break points
- Free Windows PC software for programming the module, viewing live data and reading logged data
- Data logging of all inputs and outputs
  - User selectable for logging rate (10, 20, 50 or 100 samples/second)
- Live data view mode for monitoring of inputs and outputs
- On-board barometric pressure sensor
- On-board module temperature sensor
- Automotive temperature grade components
- Fully epoxy potted construction for increased durability
- Compact design with black hard coat anodized aluminum enclosure



### Applications:

- Vehicles converting from voltage output based mass airflow (MAF) sensors to frequency type MAF sensors
- Vehicles converting from one type of MAF sensor to another when access to the MAF calibration tables is not available
- Installing air intakes that require a new MAF calibration without having to reprogram the ECM
- Custom air intake systems with two MAF sensors on vehicles where the engine management system is only able to recognize one MAF sensor. Reasons for the need for twin MAF sensors may include:
  - Reduced inlet restriction
  - Better inlet duct work packaging
  - Better sensor location (especially in twin turbocharged applications)
  - Better low airflow MAF sensor resolution
- Auxiliary fuel control, especially in high power applications where the original engine controller is not able to recognize the needed airflow values and/or is not able to be calibrated for the needed fuel injector flow rating due to software limitations.
- Auxiliary port fuel injection (PFI) control in direct injection (DI) engine applications where available injectors and/or fuel pumps may not be large enough to supply the required fuel.
- Airflow or boost based intercooler radiator water spray/evaporative cooling systems
- Airflow or boost based water or alcohol injection control
- Flow bench testing of MAF sensors including comparison testing of MAF sensors
- Engine or chassis dynamometer applications where you want airflow to the ECM also to be recorded by the dynamometer data acquisition system



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