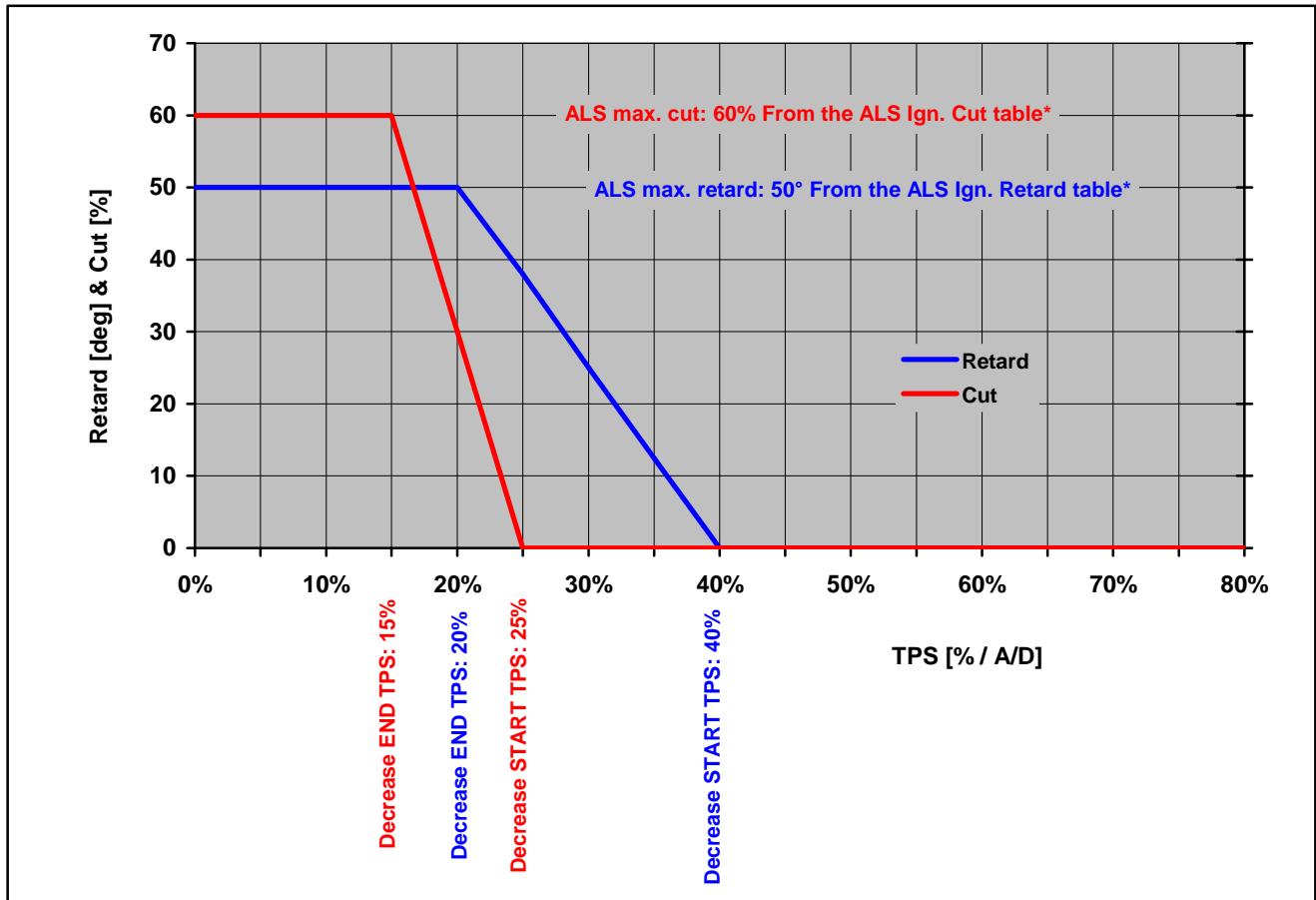




The ALS module set

This tutorial presents the ECU 220-222 ASMoto ALS module operation.



* The ALS Ignition retard table and ALS Ignition cut table. The two tables can be set by the functions of the SWP_AN0 (ALS) potentiometer and RPM.

If ALS is active, then engine break is off, IACV is open.
If ALS is work, then throttle kicker output is active.
The “cut START TPS” is not greater than the “retard START TPS”.

Sample 1:

ALS RPM limit:	1200 1/min	Below this speed the ALS is deactivated.
Min. boost pr. ALS:	0,6 bar	If the ALS is active then the target boost pressure must be at least.
ALS enrichment:	20 %	If ALS is work, then the rate of fuel enrichment.
Deactivation time:	27 s	Maximal operational at once of the Cut & Retard
Deactivation EGT:	1020 °C	Maximum operational temperature of the Cut & Retard
Reactivation min. TPS:	70 %	The throttle position must be more to activate the ALS
ALS IACV open:	12 Stepp / %	The increasing of the basic position if the ALS is active

Ignition retard:
 Decrease START TPS: 60 % The position of the throttle where the retard starts to work.
 Decrease END TPS: 20 % The position of the throttle where the retard is maximum.

Ignition cut: (In this example, for clarity, "retard" and "cut" values are the same.)
 Decrease START TPS: 60 % The position of the throttle where the cut starts to work.
 Decrease END TPS: 20 % The position of the throttle where the cut is maximum.

In this sample the ALS Ing. retard table and ALS Ign. cut table filled by 32° and 32%.

