Venus3 ECU Advance Class

Trigger or Crank Position Sensor
Complex triggers like 36-1 or 24+TDC or any combination of crank and cam triggers can be used with this class. It has 2 inputs on the ECU and can distinguish signals with a TDC reference like a missing tooth or cam home pulse. It also works with engines with distributors with complex patterns like the Nissan optic encoders. Firmware are written for each specific pattern and number of cylinders. See the ECU selection chart if firmware exist and what the number is.

Coils
This class can do Multi Coil type Ignitions. Timing is done in wasted spark format. This means that coil has to be charged only once per revolution which means spark performance are on a maximum. 2 Cylinders are fired at the same time even if COP coils are used. This method is recommended for high revving performance engines. It can do the distributor type one coil systems as well. A Maximum of 4 drivers are used for coils.

Injectors
This class can do Split Sequential injection with 1 injector per driver up to 4 Cylinders or Split Sequential injection with 2 Injectors per driver up to 8 Cylinders. It will alternate driver pulses in sequence so that each cylinder receives its fuel on the same stroke. This will make for a more constant condition on each cylinder resulting in better performance and economy. See the drawings in the manual for more information.

Features
Normal features are allowed with this class. Such as Accurate fuel and spark timing. Idle Control, Lambda Control, Launch Control, Cam Control, Rapid fire, etc. Features that are not allowed is Full Sequential Fuel or Spark, Injector Trimming, Launch Recover Delay, Anti Lag, Dual Injectors and retarded timing after TDC.
It can also work with the intermediate and standard firmware.

GP Outputs
Up to 5 General outputs can be used for fan control, V-Tech Cam, Shift light etc.