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Function : Crank Fly Wheel

Version : 1.0 (02/02/23)

Machine : Honda CBR600RR-2023MY

Application : General

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This quick reference document is drawn up with the aim to be simple and fast for user consultation, assisting the user or technician in their calibration work.

Will not be in-depth concepts considered fundamental, technical control, PID logic and procedures for writing data or parameters.

This document is the reference for the STRATEGIES section of the control firmware only.

Mectronik will not be responsible for all the effects resulting from the calibrations performed by the user using the tools provided, of not achieved competitive results or not achieved goals. The user is always suggested to verify through simulation, the effect of the calibrations on control algorithms.



IN THE DRIVE BY WIRE SYSTEM, THE INCONSISTENCY OF CERTAIN PARAMETERS REGARDING THE MANAGEMENT OF THE THROTTLE BODY, MAY DETERMINE NOT ITENDED AND UNCONTROLLED EVENTS. THE USER ASSUMES THE FULL RESPONSIBILITY WHEN USING ANY TOOL ABLE TO MODIFY CALIBRATION PARAMETERS.

In cases where it is deemed useful to verify through simulation actions resulting from the changes made to the data, and not being in possession of the appropriate tools, contact technical service.

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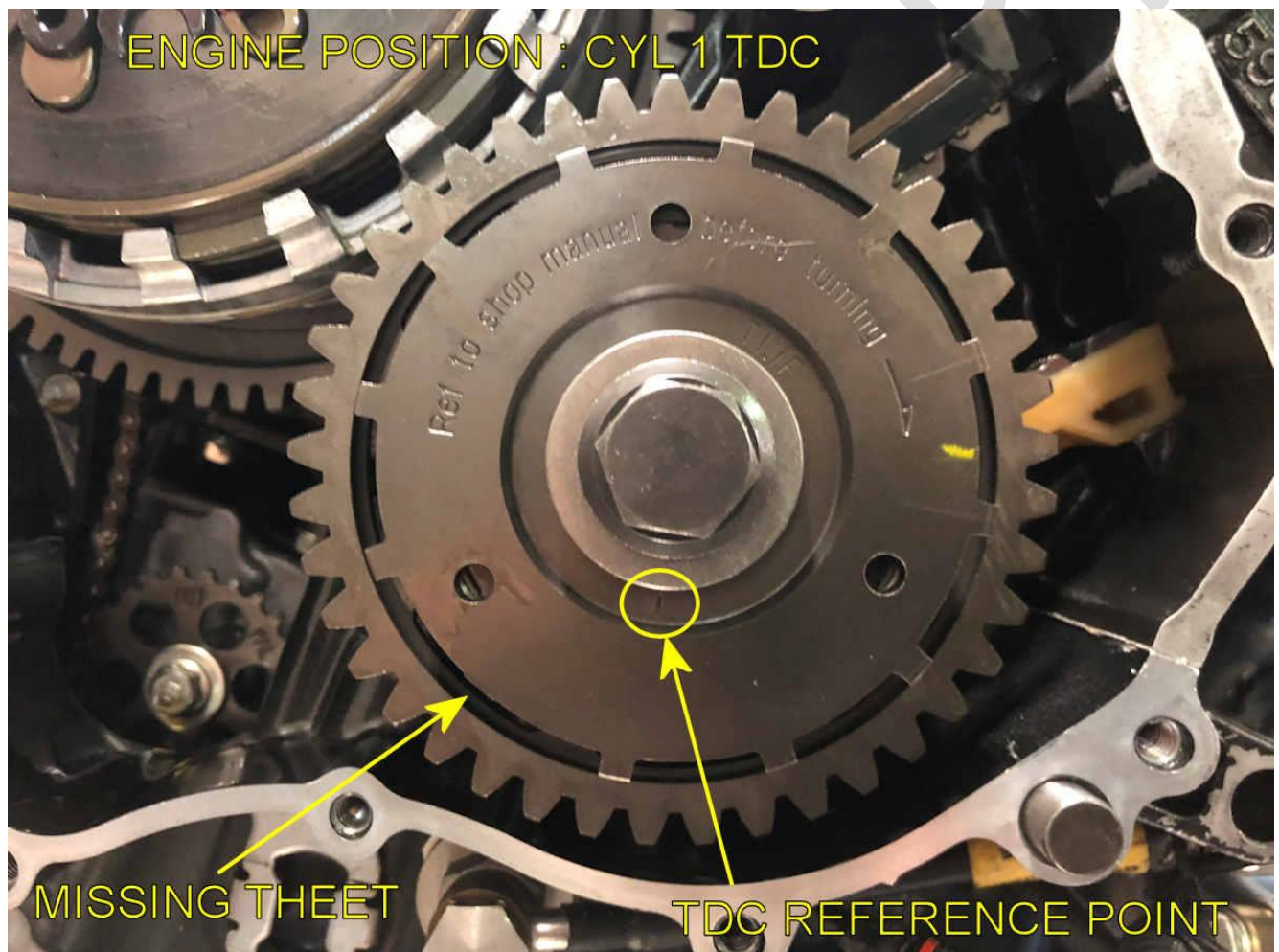
INTRODUCTION

To obtain the maximum benefits from the ECU, it is necessary to modify the crank fly wheel. Originally the fly wheel has 12 teeth, one of these must be removed.

This modification permits the ECU to use following features :

- Very early engine fire-up (doesn't need CAM synchronization)
- Ability to run without a CAM position sensor (only CRANK pickup is required)
- Use of our robust algorithm for engine misfire detection
- Safer engine position detection

Image below shows the flywheel after modification:



The synchronization over one engine cycle (720 degrees) is possible using MAP sensor (also see document ThrottleBody_HONDA_CBR-RR_2023MY_EN_v1.0.PDF).