MoTeC

Photograph: Toyota Racing Series

M1 GPR-P

M1 GPR WITH PADDLE SHIFT

The new GPR-P firmware has been created to provide customers with a modern, high performance engine management system which incorporates a fully featured paddle shift controller, all in one lightweight unit.

An M1 ECU with GPR-P firmware allows customers to convert their traditional manual shift sequential gearbox to a full paddle shift box. It is also able to control a gearbox designed for paddle shift, but in need of a controller.

An M1 ECU with GPR-P firmware has many advantages over a traditional ECU with a separate controller. The tight integration of Fuel, Ignition, Throttle, and Actuators allows for a fast, smooth shift. The system controls all relevant facets of the engine and gearbox synchronously.

The GPR-P firmware has all of the features found in our successful GPR firmware, providing high end ECU features and adds complete paddle shift control. GPR firmware details are available on the GPR datasheet.

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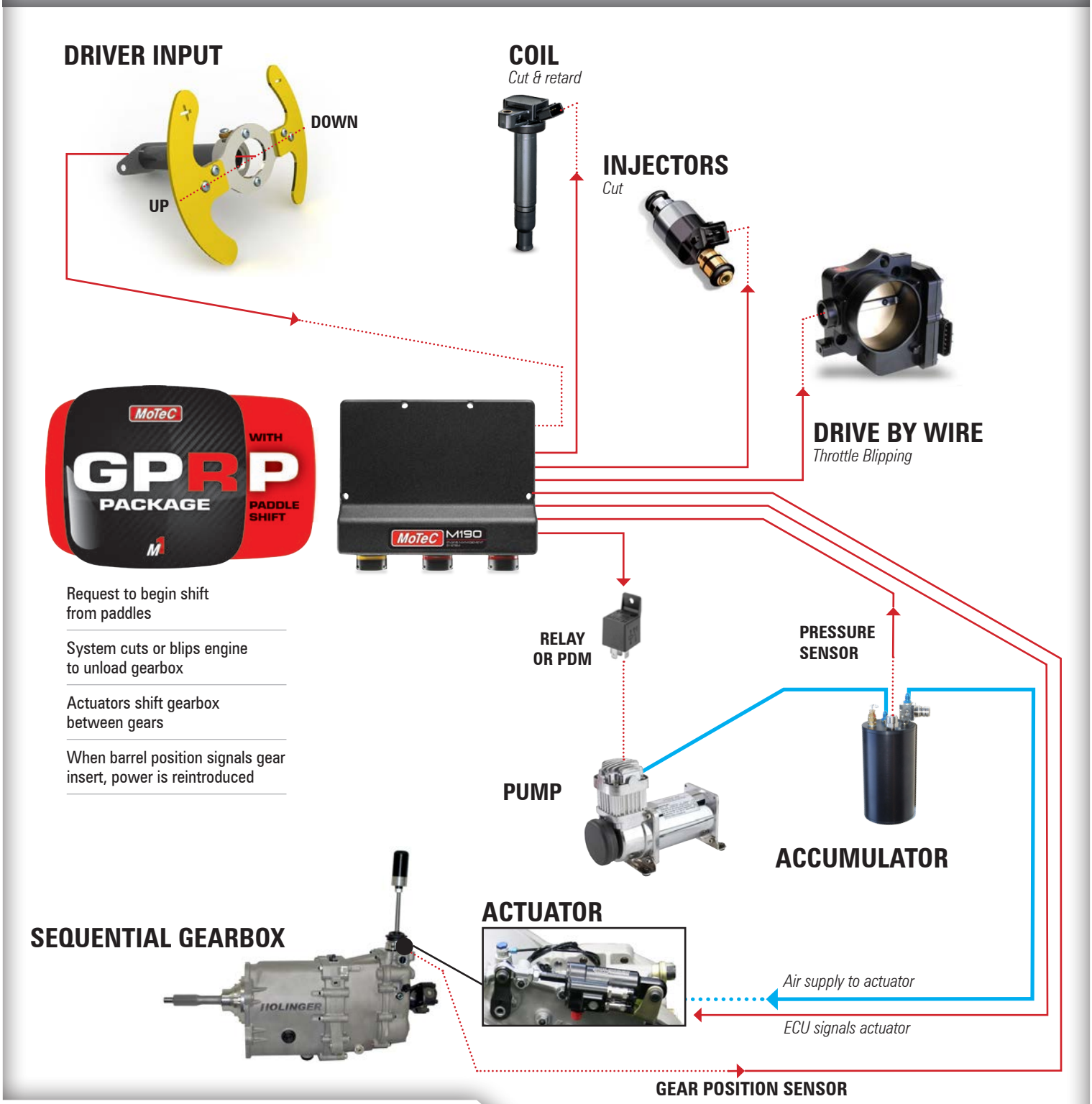
www.motec.com/webinars

25 YEARS OF DRIVING SUCCESS

Race smart.

GPR-P

EXAMPLE SYSTEM



ADDITIONAL HARDWARE (for manual shift conversion)

In addition to an M1 ECU and GPR-P firmware, you will need:

- Pump
- Accumulator (including relief valve)
- Sequential Gearbox
- Paddles
- Actuator (Up/Down)
- Pressure Sensor

The product fully integrates with other MoTeC products, with pre-defined CAN messaging for C-Series Colour Display Loggers, ADL/SDL/CDL, E888, VCS, GPS, ADR, BR2, PDM, and SLM. This product is available across MoTeC's range of M1 ECUs for port applications (M130, M150, M170, and M190). Example wiring schematics are provided for basic operation with each ECU variant.

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