

ENGINEERED FOR SPEED



**COMPLETE RANGE OF ELECTRONICS
FOR PROFESSIONAL MOTORSPORT**

PRODUCT CATALOG 2025-2026

MEET ECUMASTER!

Electronics and software design,
manufacturing process (SMD & THT),
final testing (EMC lab), technical support.
We are a one-stop manufacturer offering
a complete range of racing electronics!

COMPANY DETAILS

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PROFESSIONAL MOTORSPORT ELECTRONICS FOR EVERYONE

Ecumaster was founded in 2009 and is the fastest growing engine management manufacturer in the tuning and motorsport market. Our products are successfully used by teams competing in many different forms of motorsports, such as drifting, drag racing, rally and circuit racing.

Our extensive dealer network covers all European countries as well as the US, Australia and Asia. Our goal is to design and manufacture the best equipment possible whilst maintaining excellent value and ensuring that the products are versatile and user friendly. The level of quality and available tuning strategies, together with competitive pricing, make our products a very attractive package.

In order to maintain high product quality and close control at all stages of production, development and manufacturing is done in-house (Poland). We make every possible effort to ensure that our products meet the highest quality standards, and high expectations of our customers.

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All products come with completely free software clients with all functions unlocked. Updates are also free of charge!

Check <https://www.ecumaster.com/downloads/> for downloads.

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Diesel Driver for EMU PRO

Expand the capabilities of EMU PRO with the new Diesel Driver module—our dedicated solution for complete diesel engine management in professional motorsport. This advanced expansion delivers precise control of high-pressure common-rail diesel injection systems, addressing one of the most technically demanding challenges in modern engine control.

Key features

- Outputs for up to eight direct injectors
 - Boost & Peak & Hold control strategy
 - Boost voltage from 40 to 70 V
 - Boost current up to 26 A
 - Configurable parameters of each injection phase
 - 4 high side outputs over 8 terminals
 - 8 low side outputs
 - Fault diagnostics
- Current control outputs for solenoid control
 - Used for relieve valves and pump solenoids
 - Four outputs with current control or direct PWM
 - Maximum current of 2.5 A
 - Current and frequency target set over CAN bus
 - Fault diagnostics
 - Two auxiliary outputs with Peak & Hold capability
- Two configurable SENT inputs
- CAN bus for configuration, diagnostics and communication with EMU PRO
- Eight digital inputs to control the injectors from EMU PRO outputs
- Two digital inputs to control auxiliary outputs
- AMP Superseal 1.0 connector
- Waterproof case IP65

EMU PRO strategy:

- Completely new firmware for EMU PRO designed specifically for diesel engines
- Multiple injections per cycle – support for two pilot, one main and one post injection
- Control of up to 12-cylinder engines – engines over 8 cylinders require two driver units
- Current control of up to 4 pumps or relief valve solenoids



Product page:

www.ecumaster.com/products/diesel-driver/

Release date:

Q1 2026 - we're unlocking access for selected group of pioneering partners who wants to shape the future with us.
Q4 2026 – available to everyone.

Gateway Lite

The Ecumaster Gateway Lite is designed to connect two separate CAN buses, which may operate at different baud rates. It enables frame routing between these buses in either direction, using configurable rules. Each rule can define whether frames should be Passed, Blocked, or Remapped. The device is fully configurable through the Light Client interface.

Key Features:

- Supports two independent CAN buses with different baud rates.
- Frame routing with configurable rules.
- Diagnostic capabilities for monitoring CAN bus states and frame losses.
- BEAN/MPX

Specification:

Temperature range	AECQ GRADE3 (-40°C to +85°C)
Operating supply voltage	12V
Weight	100 g
Dimensions	68 × 50 × 20 mm
Mounting mechanism	2 × M3 bolts
Status indicator	3 LEDs (from left to right): Power, CAN 1, CAN 2
Connector	Deutsch DTMO4-8P
CAN termination	No onboard termination
CAN bus bitrate	1 Mbps (default), 500 kbps, 250 kbps, 125 kbps
CAN interface	2 × CAN2.0 A/B
PC communication	Using USB to CAN interface (Ecumaster USBtoCAN, Peak, Kvaser)

Release date: Q2 2026



Product page:

www.ecumaster.com/products/gateway-lite/



eDASH PRO

The Ecumaster eDash PRO brings the power and flexibility of our Advanced Display Unit directly to your iOS and Android devices. Designed for racers and enthusiasts, this app transforms your phone into a fully customizable digital dash, delivering real-time data, alarms, and performance metrics straight from your ECU. With sleek layouts, high-visibility graphics, and full configurability, the eDash PRO offers a professional motorsport display experience—without the need for a dedicated hardware unit.

Key features



- Two-way Bluetooth communication
- Fully customizable dash layout
- Custom backgrounds
- Supports both landscape and portrait orientation
- Save and switch between layouts
- Share layouts with others
- Cloud backup

Release date: Q1 2026

As all our software eDash PRO will be available for free!

Prototype version:



Product page:

www.ecumaster.com/products/edash-pro/

GDI Driver for EMU PRO

Unlock the potential of modern direct-injection gasoline engines with our GDI module working together with the EMU PRO. This fusion of advanced hardware in the GDI module and cutting-edge algorithms in EMU PRO ensures precise control of up to 8 peak-and-hold injectors and 2 high-pressure pumps. Additionally, the SENT transceiver in the GDI module facilitates communication with an expanded range of OEM sensors.

Key features

- Up to 8 Boost & Peak & Hold GDI (70V) injectors support
 - 8 low side outputs
 - 4 high side outputs
 - current measurement
- Up to 2 Peak & Hold high pressure pump valves support
 - 2 low side + high side output pairs
 - current measurement
- Adjustable peak and hold phases currents and durations
- 4 configurable SENT bus
- 8 analog outputs 0-5V for SENT signal conversions
- CAN bus for configuration, diagnostics and communication with EMU PRO
- 8 digital inputs to control the injectors from EMU PRO outputs
- 2 digital inputs to control high pressure pump valves from EMU PRO outputs
- AMP SUPERSEAL 1.0 connector
- Waterproof case IP65

EMU PRO strategy:

- Control of pressure for up to 2 high pressure fuel lines
- Adjustable injection timing
- Control of up to 16 injectors (8 direct injectors using GDI Driver and 8 port injectors connected directly to EMU PRO)
- Configurable fuel injection split between port and direct rails
- Support for multiple fuel pump cam types
- Variable rail pressure target



Product page:
www.ecumaster.com/products/gdi-driver/

EMU PRO

Versatile Control

The **EMU PRO** is a stand-alone engine management system aimed directly at professional motorsport with a comprehensive feature set and vast tuning possibilities. It offers precise powertrain control coupled with the ultimate flexibility to adapt engine calibrations for the most demanding projects.

EMU PRO comes in two versions: EMU PRO-16 targeting applications with high number of inputs/ outputs and EMU PRO-8 for smaller (up to 8 cylinders) engines.

EMU PRO-16



EMU PRO-8



Product page:

www.ecumaster.com/products/emu-pro/

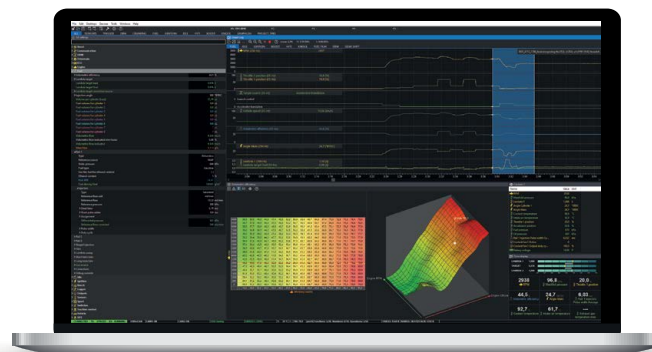
Key features

- Advanced fueling model including closed loop short- and long-term trim algorithms combined with fuel film model gives exceptional accuracy of injectors control.
- Software is designed to give the user unprecedented flexibility of configuration of strategies. Size of all tables in the software may be adjusted by the user, as well as channels used on each table axis. Bins values on the X and Y axis can be changed too, which increases accuracy of the table readouts in non-linear parts of the described model.
- Flexible system with custom functions, numbers, CAN inputs and CAN exports, well known from Power Management Unit (PMU) and Advanced Display Unit (ADU)
- Stand-alone sequential gearbox/ paddle-shift advanced strategy, up to 4 closed-loop stages, PWM solenoids control
- Number of outputs and inputs covering most demanding applications
- Engine type support - Four stroke, two stroke, rotary; up to 12 cylinders
- Oxygen sensor - 2 x internal LSU 4.9 controller, up to 4 sensors support
- 2 x DBW full support with auto calibration
- User-defined table sizes up to 32x32x15
- Up to 4 VVT support, auto calibration
- 2 CAN 2.0A/B, 1 x LIN bus
- 2 knock sensor
- Logging to external USB memory
- Up to 500 Hz data-logging
- 8 [4] x EGT inputs (or high precision analog inputs)
- Total of 46 [31] outputs and 30 [24] inputs
- Water resistant IP 65 enclosure, bespoke CNC machined aluminum
- Real-time data display on PC when connected to the ECU
- *EMU PRO-8 features are listed in square brackets



Product page:

www.ecumaster.com/products/emu-pro/



Picture of EMU PRO client software. The program is free of charge.

EMU Black

Reliable Control

The EMU Black is one of the most popular stand-alone engine management systems on the market, designed to operate the most advanced and complex engines available. EMU Black is a great fit for race cars, vintage vehicles, motorcycles, boats and stationary engine applications.

Key features

- Controls fueling, ignition and auxiliary systems on 1-12 cylinder engines including those with drive-by-wire throttles and VVT
- Drive up to 6 passive or 12 smart coils directly (wasted spark)
- 8 injectors outputs
- 9 analog inputs
- Drive-by-wire strategies provide a wide range of throttle control
- Built-in Wideband lambda input (Bosch LSU 4.2, and LSU 4.9 sensors wire directly in)
- Built-in 4 bar MAP sensor
- Built-in 2 EGT probe inputs and an input to directly connect a Flex Fuel ethanol content sensor
- Support for up to 2 knock sensors
- DSG support over CAN BUS
- Support for many popular car CAN streams
- Wide range of motorsport function (launch control, ALS, traction control, etc.)
- Assembled according to IPC-S-815A standards
- Bespoke anodized aluminum enclosure
- Temperature range: AECQ-100 GRADE 2, -40 to +105°C
- Constantly developed firmware (free of charge)



New dark mode for EMU BLACK software!



Product page:

www.ecumaster.com/products/emu-black/

Plug-in ECUs and Adapters

Quick and easy installation

Camaro LT1 Adapter for EMU PRO

EMU PRO Adapters provide a complete, vehicle-specific solution for direct-injection engines. Each kit integrates the EMU PRO ECU, GDI module, and a dedicated harness, ensuring straightforward installation and seamless compatibility. It supports 2016 - 2019 engines with manual transmission and 8-speed automatic transmission (8L90).



Release date: Q1 2026

Product page:

www.ecumaster.com/products/emu-pro-adapters



EMU Black Plug-in ECUs

Ecumaster Plug-In ECUs feature EMU Black technology in an OEM-fitment enclosure for easy installation. A single enclosure reduces complexity and installation time, and allows a base map to be pre-loaded. Plug In ECUs are housed in bespoke CNC aluminum enclosures that match OEM environmental ratings. Additional functions such as extra inputs/outputs and lambda control, may be connected using an auxiliary harness.

- Mini Cooper R50
- Mini Cooper R53
- Lotus 2ZR-FE
- Lotus 2ZZ-GE
- VW R32 VR6 BFH
- VW R32 VR6 BUB
- VW 1.8T BAM, ARX, ARY, AUM, AUQ



Product page:

www.ecumaster.com/products/emu-black-plug-ins/

EMU Classic

Competitive Control

EMU Classic provides excellent control at a very competitive price, with more built-in value than any other aftermarket ECU. It easily matches the functionality of other standalone management systems with multiple inputs and outputs. Map switching, launch control, adaptive Lambda control, flex fuel and traction control are among many of the software configurable options available.

Key features

- Compact size: 155x120x45mm
- Controls fueling, ignition and auxiliary systems on 1-12 cylinder engines
- Drive up to 6 passive or 12 smart coils directly (wasted spark)
- 6 injectors outputs
- 7 analog inputs 0-5V, 10bits
- 2 x H-Bridges
- Built-in Wideband lambda input (Bosch LSU 4.2 sensors wire directly in)
- Built-in 4 bar MAP sensor
- Built-in 2 EGT probe inputs
- Flex Fuel ethanol content sensor support
- 2 knock sensors inputs
- VVTi support up to 2 camshafts
- Support for many popular car CAN streams
- Wide range of motorsport function (launch control, ALS, traction control, etc.)
- Drive-by-wire strategies provide a wide range of throttle control (requires external EMU DBW MODULE)
- CAN-bus support (requires external EMU CAN MODULE)
- Assembled according to IPC-S-815A standards
- Bespoke anodized aluminum enclosure
- Temperature range: AECQ-100 GRADE 2, -40 to +105°C



Product page:
www.ecumaster.com/products/emu-classic/

PMU-16 / PMU-16DL

Power under control

Ecumaster Power Management Units provide full control over current flow and replace traditional relays and fuses ensuring protection coupled with advanced diagnostics.

The main advantage of the PMU is continuous current sensing, with self-resetting functionality if current exceeds defined levels, and the ability to define custom logic for controlling outputs. All output state, voltage and current information can be logged and transmitted via CAN bus to dash displays to inform drivers of potential problems.

An additional advantage of the PMU system is the ability to define logic for controlling outputs. This is done with data from analog input channels or CAN bus data, and math operations can be defined for each channel. The PMU is also equipped with LED indicators to show the status of each output.

Key features

- 150 Amps total continuous current
- Operating voltage: 6-22V (immunity to transients according to ISO 7637)
- Temperature range: AECQ-100 GRADE 1, -40 to +125°C
- 10x 25 Amps high-side power outputs (PWM capable)
- 6x 15 Amps high-side power outputs
- 16x 10 bit (0-5V) analog inputs
- 16x tricolor LED for each power output state
- 2x CAN 2.0 A/B
- Up to 500 Hz logging frequency
- Real time clock for data stamping
- 3D accelerometer/gyroscope
- Built-in "inertia switch" in case of an accident
- Easy access to CAN-bus data (imports and exports)
- Internal data processing using logical functions, numbers, timers, and tables
- Custom PID controllers
- Each output features fully customizable control logic
- Flexible and intuitive client software



*DL version has a built-in **Data Logger**



Product page:
www.ecumaster.com/products/pmu/

PMU-16AS

Power under control

The PMU-16 Autosport version is targeted at professional motorsports and is designed for demanding customers for whom reliability and ruggedness is a priority. Autosport connectors represent the highest quality connector available and are the standard for professional motorsports and aerospace industries.

Key features

- Radlok™ connector for battery connection rated up to 200 Amps - no tools needed to disconnect
- Operating voltage: 6-22V (immunity to transients according to ISO 7637)
- Temperature range: AECQ-100 GRADE 1, -40 to +125°C
- 18 pin, 12 gauge custom output connector
- 14x high-side power outputs rated at 25 Amps (PWM capable)
- 2x high-side power outputs rated at 40 Amps (PWM capable)
- 6x low side outputs rated at 1 Amp (PWM capable)
- 16x 10 bit (0-5V) analog inputs
- 16x tricolor LED for each power output state
- 2x CAN 2.0 A/B
- 256 MB data logger memory
- Up to 500 Hz logging frequency
- Real time clock for data stamping
- 3D accelerometer/gyroscope
- Built-in "inertia switch" in case of an accident
- Easy access to CAN-bus data (imports and exports)
- Internal data processing using logical functions, numbers, timers, and tables
- Custom PID controllers
- Each output features fully customizable control logic
- Flexible and intuitive client software
- Connectors and terminals are included at no extra cost



Product page:
www.ecumaster.com/products/pmu-autosport-version/

PMU-24DL

Ultimate power management

PMU-24DL is a new and enhanced Power Management Unit featuring all benefits of the PMU-16, now with 24 high-side outputs and internal data logging memory as a standard. All output states, voltage, and current information are transmitted via CAN bus to a dash display to inform the driver of potential problems. All logged data can be downloaded from the device for later analysis.

Key features

- 170 Amps total continuous current
- Operating voltage: 6-22V (immunity to transients according to ISO 7637)
- Temperature range: AECQ-100 GRADE 1, -40 to +125°C.
- 10x 25 Amps high-side power outputs (PWM capable)
- 6x 15 Amps high-side power outputs
- 8x 7 Amps high-side power outputs
- 8x 10 bit (0-5V) analog inputs
- Up to 8x 12 bit (0-20V) analog inputs - shared terminals with power outputs
- 24x tricolor LED for each power output state
- 2x CAN 2.0 A/B
- 256 MB data logger memory
- Up to 500 Hz logging frequency
- Real-time clock for data stamping
- 3D accelerometer/gyroscope
- Built-in "inertia switch" in case of an accident
- Easy access to CAN-bus data (imports and exports)
- Internal data processing using logical functions, numbers, timers, and tables
- Custom PID controllers
- Each output features fully customizable control logic
- Flexible and intuitive client software



Product page:
www.ecumaster.com/products/pmu24/

ADU 5, ADU 7, ADU 7 Autosport

Race data at a glance

Advanced Display Unit (ADU) is a fully customizable, feature-rich, quality solution for competitive drivers. ADU is designed to display and log all critical information in an easy-to-read manner, along with a comprehensive strategy for displaying alarms. Using complementary devices like GPS and thermal cameras turns the ADU into a full-featured lap timer and brake or tire temperature monitor.

Advanced Display Units are available in 5" and 7" screen versions and AS version with autosport connector.

Key features

- High resolution, high visibility anti-glare screens, guarantees perfect visibility in any lighting conditions
- Pre-configured pages, which can be customized by the end user to display data required at every race stage (practice, qualification, race, troubleshooting, etc.)
- Manual or automatic (based on defined conditions) page change
- Rich page customisation for personal preferences with overlay system allowing to display information from multiple pages
- 15 ultra-bright RGB LEDs which can be used as an advanced gear-dependent shift light or user-defined logic like alarms, low fuel level, etc.
- Up to 500 Hz logging frequency
- Logging to external USB flash memory
- Real time clock for data stamping
- IP 65 for ADU5" and ADU7"
- IP 60 for ADU7" Autosport
- TFT 800×600 display
- Brightness of 600 cd/m² for 5", 1000 cd/m² for 7"
- 8 analog inputs, 8 digital inputs, 2 low side outputs
- 3D accelerometer + 3D gyroscope for the analysis of vehicle dynamics
- Automatic correction of screen brightness



Product page:
www.ecumaster.com/products/adu/

ADU DISPLAY for WorldSSP300



ADU DISPLAY for AUDI TCR



Digital Gear Indicator

The digital gear indicator is designed to work with a stock or aftermarket ECU to display the current gear with an optional shift light.

Key features

- Calculations based on speed and RPM
- Read gear from CAN, OBDII, DSG or analogue gear sensor
- Adjustable display brightness
- Easy to read large display
- Free firmware upgrades
- Communication: CAN 2.0A/B
- Bitrates: 125, 250, 500, 1000kbps
- Configuration: ECUMASTER Light Client
- 3 RGB LED customizable shift lights



Product page:
www.ecumaster.com/products/digital-gear-indicator/

Data Logger EDL-1

Data logger EDL-1 is a “must have” for any race driver using EMU BLACK / EMU CLASSIC devices to trace all important engine parameters.

Key features

- All EMU BLACK / EMU CLASSIC data channels are logged
- 4GB or higher SDHC memory cards with FAT32, high data transfer
- About 11 hours of logging per 1GB memory card
- Built in Bluetooth module
- Build-in RTC clock powered with backup battery for stamping
- Bespoke anodized aluminum enclosure with two LEDs indicators device state, memory card transfer and Bluetooth communication



Product page:
www.ecumaster.com/products/data-logger-dl-1/

Lambda to CAN

Ecumaster Lambda to CAN controller is a compact device used to control a Bosch LSU 4.9 wideband oxygen sensor and transmit the lambda reading via CAN-BUS. Two programmable 0-5V analog signal lines are available, along with the CAN transmission.

The controller uses a dedicated Bosch integrated circuit paired with an automotive grade digital controller to precisely manage the oxygen sensor and calculate Lambda and AFR. Multiple controllers may be used at the same time on one CAN-BUS, lending installation flexibility.

Key features

- Bosch LSU 4.9 support
- Operating voltage range: 9 - 16V
- IP67 enclosure
- 1 programmable analog outputs 0-5V
- Communication: CAN 2.0A/B
- Bitrates: 125, 250, 500, 1000kbps
- Configuration: ECUMASTER Light Client



Product page:
www.ecumaster.com/products/lambda-to-can/

CAN Thermal Camera

Today, motorsport success relies largely on data analysis. Important factors include tyre and brake disc temperatures. Ecumaster thermal cameras deliver real-time, precise contactless temperature readings. Measured data is sent over CAN BUS and can be recorded and displayed by other devices (e.g., ADU). Our user configurable sensors take precise reading (error less than 3°C) at up to 16 points per tyre with a range from 0° to 255°C (tyres temperature sensor) or up to 950°C (brake disc version).

All data is transmitted with a frequency of up to 50Hz over the flexible user configurable CAN stream allowing for easy integration of our sensors with any data system. Is worth mentioning that a fully accessible CAN stream configuration enables the use of multiple sensors in one car without the risk of messages IDs clashing.

Key features

- 16 measurement points per tire/disc
- Temperature measurement range: 0-255°C for tires and 0-950°C for brakes
- IP67 enclosure
- Communication: CAN 2.0A/B
- Bitrates: 125, 250, 500, 1000kbps
- Configuration: ECUMASTER Light Client



Product page:
www.ecumaster.com/products/can-thermal-camera/

GPS to CAN V2

Ecumaster GPS module v2 assures high accuracy position tracking with 25 Hz update rate. The module is able to use GPS, Glonass and Galileo satellites using the included external active antenna. Thanks to a built-in 3-axis accelerometer and gyroscope, the device can deliver information about speed, position, heading and altitude. All GPS data is transmitted via CAN bus. GPS module is intended to work with the ADU display/logger and allows real time lap timing, predictive timing as well as off-line track maps and data analysis.

Key features

- 25 Hz position update rate
- Multiple navigation systems supported
- Built-in accelerometer and gyroscope
- Communication: CAN 2.0A/B
- Bitrates: 125, 250, 500, 1000kbps
- Configuration: ECUMASTER Light Client



*Autosport version
 with autosport
 connector included



Product page:
www.ecumaster.com/products/gps-to-can/

Bluetooth Module

The Bluetooth module allows to transmit ECUMASTER log data using Bluetooth communication to an Android/iOS device from ECU device, making it possible to trace all important engine parameters in real-time and display it using Android/iOS compatible devices.

Key features

- Free applications available in Google Play and App Store
- Serial or CAN version available
- Channels for display: RPM, MAP, TPS, IAT, AFR, CLT, LAMBDA, BATTERY VOLTAGE, IGNITION ANGLE, EGT #1, #2, INJECTORS PW, SEC. INJECTORS PW, INJECTORS DC, KNOCK LEVEL, DWELL TIME, CURRENT GEAR, ANALOG #1, #2, #3, #4, BARO PRESSURE, ECU TEMPERATURE, OIL PRESSURE, OIL TEMPERATURE, FUEL PRESSURE, FUEL TEMPERATURE, FUEL PRESSURE DELTA, FUEL LEVEL, TABLES SET, ETHANOL CONTENT, VEHICLE SPEED, CHECK ENGINE CODE



Product page:

www.ecumaster.com/products/bt-module/

EGT to CAN

The EGT to CAN module collects input signals from 8 EGT probes (K-Type thermocouples), converts the probe voltage into a numerical temperature figure and sends the appropriate data via a CAN bus. The module is fully configurable using USB connection and Microsoft Windows based client software. High quality EGT sensors are available on request. Using ECUMASTER EMU engine management it is possible to trim each cylinder fuel dose based on EGT temperatures readings. This function can be used as a powerful tool in the protection of possible engine and auxiliary engine component failure. With the EGT temperature data that is collected it is possible to trim each cylinder fuel dose in the ECUMASTER ECU.

Key features

- Up to 8 EGT probes
- Cold junction compensation
- 0-1250°C input range
- Configurable CAN bitrate, byte order (Intel, Motorola), message IDs
- CAN 2.0A compatible
- USB port for PC connection
- Light Client software for configuration and temperature monitoring



Product page:

www.ecumaster.com/products/egt-to-can/

Wheel Speed to CAN

Reading and processing wheel speed data is a common problem in modern racing cars. Most modern ABS systems use active magnetoresistive sensors and any attempts to "tap" into those signals can create errors in an ABS system. To help our customers we designed the ultimate solution – Wheel speed to CAN. This compact device reads wheel speed sensors and sends them via a CAN BUS to other devices like Dashboards, Dataloggers and ECUs. Most importantly, the signal from sensors is not disrupted and retains the full functionality of the anti-lock brake system. The module also can be used as expansion module if a direct connection of all 4 wheels speed sensors to the ECU (not enough inputs) is not possible.

Key features

- Four differential inputs for sensors
- Supports inductive (VR), magnetoresistive (MR) and Hall effect sensors
- Ability to work in parallel with ABS systems
- Communication: CAN 2.0A/B
- Bitrates: 125, 250, 500, 1000kpbs
- Configuration: ECUMASTER Light Client



Product page:

www.ecumaster.com/products/wheel-speed-to-can/

USB to CAN USB to CAN Mini

The ECUMASTER USBtoCAN is a USB interface that allows the user to connect to the CAN bus network. It supports CAN 2.0A/B standard.

It is equipped with a LED status diode for fast diagnostic and a 120 Ohm terminator that can be switched on or off as an alternative to applying external terminators.

This device is used to communicate with the EMU PRO, PMU and ADU. It also allows to sniff the CAN communication on existing bus.

USB to CAN offers also a version with galvanic isolation.

Key features

- CAN 2.0A/B
- Supports 125, 250, 500, and 1000kbps bitrates
- Industry standard DB-9 CAN bus connection
- Switchable termination resistor
- Possibility to analyze CAN bus traffic with ECUMASTER Light Client application



USB to CAN Mini

Release date: Q2 2026



USB to CAN



Product page:

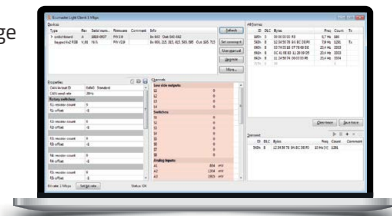
www.ecumaster.com/products/usb-to-can/

Light Client

ECUMASTER Light Client is the configuration software for many ECUMASTER devices. It is also a tool for monitoring and logging the CAN bus traffic. The Light Client can discover compatible devices on the bus, decode channels/signals values, modify device-specific properties. There are links to user manuals and firmware upgrade options for each device. Also, a bitrate of all compatible devices connected to a CAN bus can be changed at once by one click. CAN bus monitoring is possible thanks to the list of frames grouped by ID and the possibility to send custom frames to the CAN bus. Also, all the traffic can be saved into a textual trace file.

Key features

- CAN 2.0 A/B
- Supports 125, 250, 500 and 1000kbps bitrates
- Compatible with the following adapters:
 - ECUMASTER USBtoCAN
 - Peak CAN-USB and Peak CAN-LAN
 - Kvaser
- Software is free of charge



Product page:

www.ecumaster.com/products/light-client/

Data Master

Effortless data analysis

Data Master is a software for data analysis intended for ECUMASTER logging devices (ADU, PMU, EMU PRO, EMU Black, EMU Classic and EDL1). Data Master makes analysis simple, while allowing the user to dive deep into data. It helps to improve the performance of both track-day amateurs and professional racing teams. Our software is suited for different kinds of motorsport – circuit racing, drag, rallying, hillclimb and even dyno tuning.

Key features

- Mathematical channels
- Video analysis with automatic synchronisation
- User channel support (a project file is not needed to load user-defined channels)
- Many advanced visualisation features
- Full integration between panels
- Global channel aliases ensuring compatibility with all ECUMaster devices
- User-defined log split
- Reference track (in-depth analysis per track segment)
- Automated data analysis reports
- The software is currently available free of charge



Product page:

www.ecumaster.com/products/data-master/

Wireless Racing Panel

Ultimate racing control

Ergonomic steering wheel control panel with customizable controls for individual preferences.

Key features

- Wireless RF transmission immune to all interference
- 8 pushbutton switches
- 4 rotary switches
- 2 connectors for paddle shifts
- Very low power consumption
- Easy to replace CR2450 battery
- Battery level transmitted over CAN-bus
- Bespoke carbon case
- Uses the same CAN data format as CAN Switch Board V3



Product page:
www.ecumaster.com/products/wheel-panel/

Wireless Racing Kit

Same features as Wireless Racing Panel but for DIY panels.



Product page:
www.ecumaster.com/products/wireless-racing-panel/

12-Position Rotary Switch

The switch enables quick mode changes and can control multiple functions. Its universal compatibility makes it suitable for a wide range of uses, connecting seamlessly to any unused analog input on Ecumaster products.



Product page:
www.ecumaster.com/products/rotary-switch-12/

Battery Isolator

Ecumaster Battery Isolator is a motorsport master relay device designed for FIA compliant battery isolation and engine shutdown. The device is designed for harsh motorsport environments featuring a full solid-state design. An absence of mechanical components ensures long life and high reliability. The device has built-in alternator load dump protection without the addition of any external components. The isolator is controlled with two external switches and can be shut down with a CAN bus message. The message may be sent from an Ecumaster PMU unit in the case of impact or another event. The device is configurable through CAN bus. It is fully protected against overheating and over-current.

Key features

- Weight: 83g
- Dimensions: 50mm x 100mm x 38.5mm
- Voltage range: 6V - 19V, 28V transient (12V automotive installations only)
- Operating temperature range: -40C + 125°C
- Current capability: 300A continuous, peak up to 1000A
- Current measurement: -1000A to 1000A range, ±10% of accuracy
- Current measurement resolution 4A
- Inductive load switching capability: 600mj
- Enclosure: Anodized aluminium, IP67 rated
- High current terminals: M8 nickel plated terminals or Radlok™ connectors
- Signal connector: Deutsch ASX202-06PN (mating plug ASX602-06SN included)
- Current consumption: ON state ~20mA, power save state <1mA
- Engine kill output: 1.5A, High (VBat), Low (GND) or Hi-Z
- Communication: CAN 2.0A/B
- Bitrates: 125, 250, 500, 1000kbps
- Configuration: ECUMASTER Light Client



Product page:

www.ecumaster.com/products/battery-isolator/

CAN Keyboards

Designed for the harshest conditions, CAN keyboards are immune to water, mud, soil and chemicals. Thanks to a unique system of removable key inserts, keypad layouts are easy to change. Custom inserts can be made. Built-in LED indicates button state with different colors (GREEN, ORANGE, RED, BLUE, CYAN, VIOLET, WHITE).

Key features

- CAN bus compatible keyboard
- RGB buttons backlight
- Easy to use integration with PMU (up to 2 keyboards), ADU (1 keyboard) and EMU BLACK (1 keyboard)
- Fully customizable
- IP 67 rated
- Multiple inserts available in offer
- Available in different sizes: 2x2, 3x2, 4x2, 5x2, 6x2, 5x3 and 5x3MTR
- Communication: CANopen
- Bitrates: 125, 250, 500, 1000kbps
- Configuration: ECUMASTER Light Client



Product page:

www.ecumaster.com/products/can-keyboards/

Dual H-Bridge

In modern cars, there are many actuators and pumps driven by DC electric motors which require relatively high current along with precise duty cycle control and direction. A few examples are variable valve lift mechanisms, electronic throttles, electronic wastegates and power windows. Sometimes the best option is to use remotely installed high current H-Bridges. Our new module consists of two 10A H-Bridges controlled directly or via CAN messages. This device can also be used as a high current, general purpose, output expander (4 x 10A high side / low side outputs) for engine management systems. CNC machined aluminum enclosure enables heat dissipation and environmental protection to ensure reliability.

Key features

- 2 full H-Bridge outputs
- 10A continuous current
- 30A peak
- PWM capable (4-20kHz)
- 4 inputs (analog or digital)
- Direct control or via CAN messages
- Internal 2 PID controllers (ie. EWG application)
- Communication: CAN 2.0A/B
- Bitrates: 125, 250, 500, 1000kbps
- Configuration: ECUMASTER Light Client



Product page:

www.ecumaster.com/products/dual-h-bridge/

MAP-400

The Ecumaster **400kPa MAP** (Manifold Absolute Pressure) sensor is an automotive-grade pressure sensor that is not only cost-effective but also delivers precise performance. It functions by converting absolute pressure into an electrical voltage signal. This versatile sensor can accurately measure a range of pressures, from vacuum conditions to boost pressures up to 300kPa, making it an ideal choice for various automotive applications.

Key features

General

- Supply voltage: 5.0 V
- Supply current: < 10 mA
- Pressure range: 20 to 400 kPa
- Full scale span: 4.6 V
- Sensitivity: 12.1 mV/ kPa
- Operating temperature: -25 °C to 125 °C
- Accuracy: +/- 1.5%
- Enclosure: PA6-GF15 plastic mold
- Ingress protection: IP67

Absolute maximum ratings

- Maximum pressure: 1600 kPa (232 psi)
- Maximum voltage: 5.5 V
- Maximum load current: +/- 0.5 mA



Product page:

www.ecumaster.com/products/map-400/

MFD 15

52mm Can-Bus multi display. Device in cooperation with Ecumaster and CANchecked.

Key features

- Wireless access – Connect to your smartphone for setup, customization
- Can-Bus – Access to the CANchecked database (TRI Files)
- Compact – 52mm installation diameter and only 12.5mm installation depth actually fits everywhere
- Additional entrances – Connect additional sensors to the 6 analog inputs
- Preset alarms – Ready-made warnings can be easily activated and also customized. For example, get a big warning if the exhaust gas temperature is over 900 degrees.
- Online logging – (Additional license required) Log your data with your smartphone and save the log for later analysis



Product page:

www.ecumater.com/proucts/mfd15/

Interconnectors

Ecumaster supplies a wide range of OEM harness plug in interconnectors for popular engines/cars. An interconnector is used to adapt an OEM harness to the ECUMASTER EMU CLASSIC / BLACK without the need for any wiring modifications for easy installation process.

Available interconnectors:

- Audi 2.2L (3B engine)
- Audi 2.2L (AAN engine)
- Audi 2.2L (ABY engine)
- Audi RS4/S4 B5 (2,7Bit)
- BMW M50B25 DME 3,1 (NoN Vanos)
- BMW M50B25TU DME 3,3,1 (Single Vanos)
- Fiat 500 Abarth 1.4T
- Ford Focus RS/ST Mk2
- Mitsubishi Lancer EVO 4
- Mitsubishi Lancer EVO 5
- Mitsubishi Lancer EVO 6
- Mitsubishi Lancer EVO 6ME
- Mitsubishi Lancer EVO 7
- Mitsubishi Lancer EVO 8
- Nissan 76pin connector (RB20DET, RB25DET, RB26DET, 200sx-sr20(zenki))
- Nissan 64pin connector (200sx(kouki), 180sx-s13-sr20, Nissan 200sx-s15-sr20)
- Subaru Impreza MY96-MY98
- Toyota Supra Mk3 (1JZ-GTE)
- Toyota Supra mk4 (2JZ-GTE non vvti)
- Toyota Caldina 3SGTE (st215)
- Toyota Celica 3SGTE ST185
- Toyota Celica 3SGTE ST205
- Toyota MR2 3SGTE SW20, SW22
- VAG 1,8T BAM (Audi TT, S3)
- VW Golf Mk4 R32 (vr6 BFH)



Product page:
www.ecumaster.com/products/interconnectors/

CAN I/O Module CAN Switch Board

CAN I/O Module is a compact device that transmits up to 8 switch states and 8 analog signals over CAN bus. It has 4 built-in low side outputs that can be activated with a CAN bus message. The device is designed to work with EMU and PMU. It can also be used with any other devices with custom configurable CAN BUS inputs.

The CAN Switch Board is the same device, but without the case, suited for custom builds.

Key features

- 8 switch inputs (switched to ground)
- 8 analog inputs / rotary switch (0-5V, 10bits)
- 2 high side outputs (7A), 2 low side outputs (5A)
- 6-22V power supply
- +5V output for powering rotary switches, sensors and potentiometers
- Firmware upgrade over the CAN bus
- Communication: CAN 2.0A/B
- Bitrates: 125, 250, 500, 1000kbps
- Configuration: ECUMASTER Light Client



CAN I/O Module
Release date: Q1 2026



CAN Switch Board



Product page:
www.ecumaster.com/products/can-switch-board/

HALDEX Controller

The Haldex controller is an essential device for every competition vehicle equipped with a gen.1 Haldex 4Motion system. Our Haldex controller provides an option for complete engagement during start and automatic disengagement above a user selected speed. A huge advantage is the fact that it does not require any additional sensors, which allows for the 4Motion system to be used in cars without ABS. The device can be successfully used in everyday cars, where rear drive percentage can be seamlessly adjusted with a potentiometer.

Key features

- Full control of torque transfer
- Vehicle speed based progressive rear disengagement
- Differential oil over-temperature protection
- Configuration and parameters logging using a Microsoft Windows client



Product page:

www.ecumaster.com/products/haldex-controller/



EMU PRO-8
ENGINE MANAGEMENT UNIT

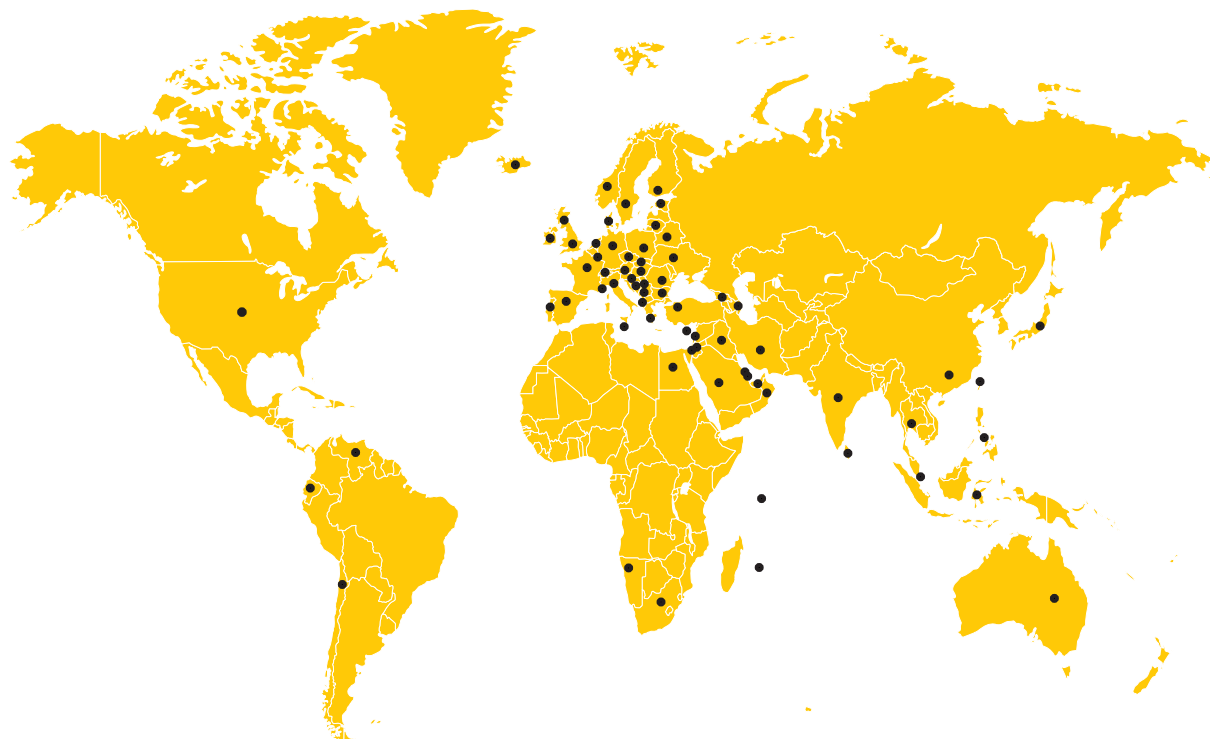
Barcode label with text: 202405050200

PMU-11

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