

ECI-100

ECI-100 Universal Engine and Control Interface



INNOVATION • QUALITY • TRUST

Raymarine®

ECI-100 Universal Engine and Control Interface

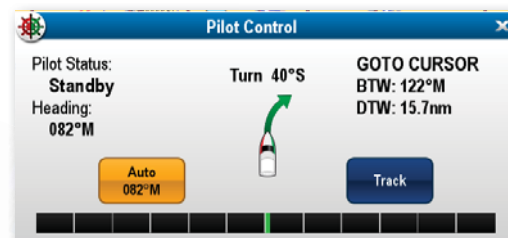
The ECI-100 Universal Engine and Control Interface is an innovative and affordable solution for bridging engine instrumentation and drive-by-wire steering with Raymarine autopilot and navigation systems.

A simple isolated CAN Bus solution, the ECI-100 offers reliable integration with Raymarine's latest generation of multifunction displays and also delivers a seamless autopilot steering interface to Raymarine's Evolution EV-2 Drive By Wire autopilot system.



ECI-100 Benefits

- A simple, single point of connection for engine data and drive-by-wire autopilot control
- Affordable and uncomplicated solution eliminates the need for multiple engine and autopilot gateways
- Brings Raymarine's Evolution 9-axis sensor and adaptive autopilot control to drive-by-wire propulsion without the need for a proprietary autopilot gateway
- View engine data displays and enjoy full autopilot control alongside Raymarine's industry-leading radar, sonar and navigation technologies using a single touch screen display.
- From our space saving aSeries, to our flagship big screen gS Series, engine information displays and autopilot control are available on any display running LightHouse v8 or later
- Access easy to customize displays to show engine performance data, fuel consumption, alarms, and much more
- View engine information displays on your smart phone or tablet with Raymarine mobile apps
- Simple to install ECI-100 makes engine and navigation integration a reality for virtually any size vessel.



Enjoy autopilot control from any network display



Images and content for illustration purposes only





Simple Integration, Powerful Performance

The ultra-compact ECI-100 connects directly to the industry-standard NMEA2000 or SAE* J1939 Engine Data Bus used by major marine engine manufacturers including:

✓	Volvo Penta
✓	Yamaha Marine (Command Link Plus only)
✓	Caterpillar
✓	Yanmar Marine

Raymarine is committed to delivering seamless integration with leading marine engines.

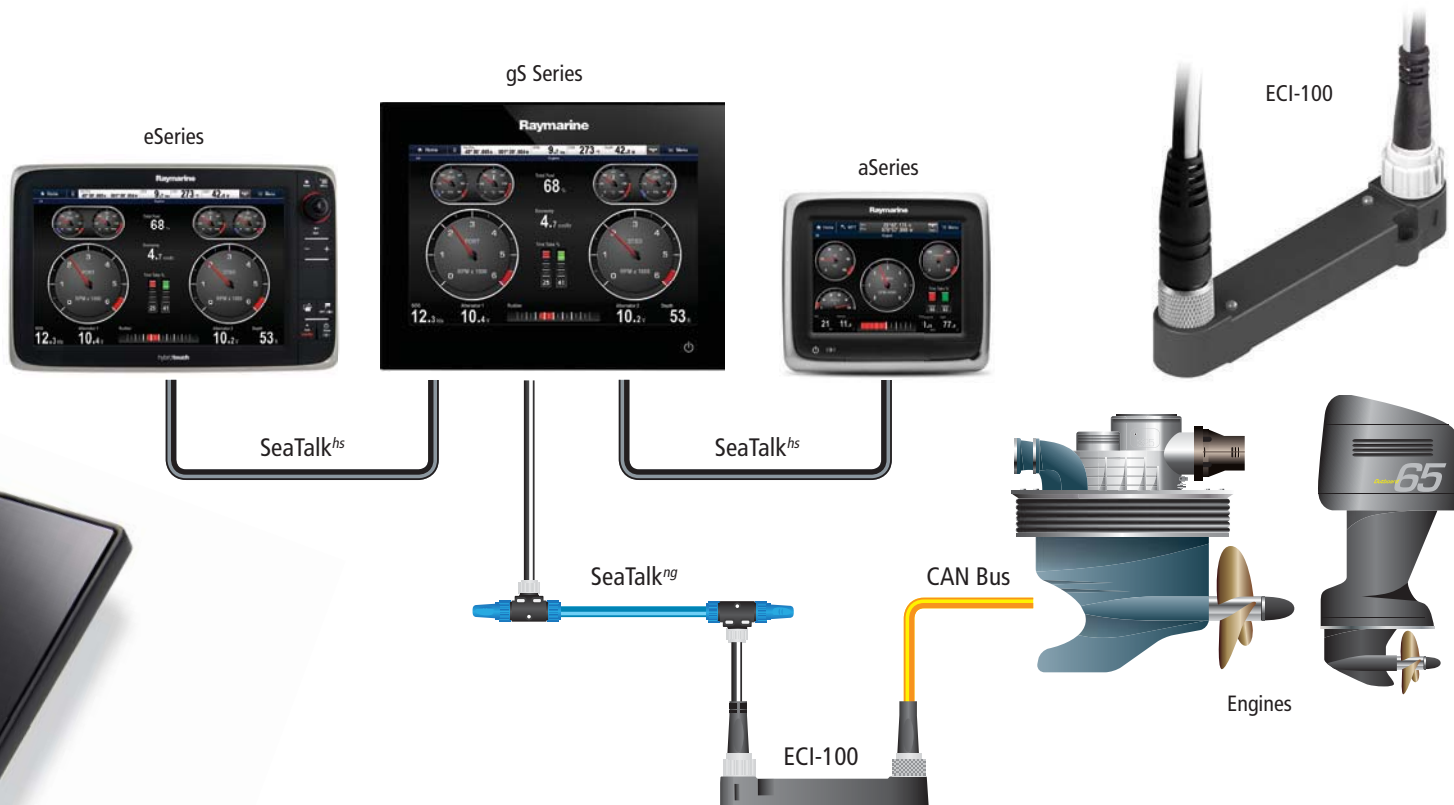
An industry standard DeviceNet port connects the ECI-100 to manufacturer-specific CAN bus cabling. The ECI-100 then connects to NMEA2000 networks using the SeaTalk^{ng} cabling system. Each of the ECI-100's isolated ports is powered independently ensuring reliable, worry-free performance from both navigation electronics and engine systems.

* SAE – Society of Automotive Engineers standard

ECI-100 Engine Data Parameters

The ECI-100 Universal Engine and Control Interface identifies the following parameters:

✓	Engine speed
✓	Engine oil temperature
✓	Engine temperature
✓	Engine oil pressure
✓	Engine coolant pressure
✓	Engine fuel rate
✓	Boost pressure
✓	Battery potential
✓	Transmission oil pressure
✓	Transmission oil temperature
✓	Total engine hours
✓	Fuel tank level
✓	Trip fuel used (calculated by ECI-100)
✓	Alternator potential
✓	Engine torque
✓	Engine percent load
✓	Transmission gear
✓	VIN (not shown on the display)
✓	Software number (not shown on the display)



ECI-100 Engine and Control Interface (ECI) System Diagram



ECI-100 SPECIFICATIONS

Dimensions (LxHxD):	4.29 x 0.84 x 1.18in (109.2 x 21.35 x 30.2 mm)
Nominal power supply:	12V dc
Operating voltage range:	10.8V to 31.2V dc
Power consumption:	3.6W (maximum)
Current:	10mA
Fuse/breakers:	5A
Load Equivalency Number:	1
Operating temperature:	+4°F to 131°F (-20° to +55°C)
Storage temperature:	-22°F to 158°F (-30° to +70°C)
Relative humidity:	95%
Waterproofing:	IPX6

Note: All specifications are subject to change without prior notice.

Safety Notice

Raymarine products are intended to be used as aids to navigation and must never be used in preference to sound navigational judgement. Their accuracy can be affected by many factors, including environmental conditions, equipment failure or defects, and incorrect installation, handling or use. Only official government charts and notices to mariners contain all the current information needed for safe navigation, and the captain is responsible for their prudent use. It is the user's responsibility to use official government charts, notices to mariners, caution and proper navigational skill when operating any Raymarine product.

Content Note

The technical and graphical information contained in this brochure, to the best of our knowledge, was correct as it went to press. However, the Raymarine policy of continuous improvement and updating may change product specifications without prior notice. Therefore, unavoidable differences between the product and this brochure may occur from time to time, for which liability cannot be accepted by Raymarine.

Specifications

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Photography

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