Abstract: This system, subject of herein patent, has as its purpose the obtaining of increased control of the amount or air admitted into the collector, forcing the main switch to alter the computation of the best possible proportion of the air/fuel mixture, which alteration is characterized by the date of data from the MAP collector, altering the signal in order to inform the UCE that has occurred a change in the measure of the absolute pressure within the collector and thus forcing the UCE to make a new computation of the mixture, also generating new signals for commanding the actuators that exist in the engine and finally forcing the use of the best MAPA existing in the memory or the best portion of the MAPA recorded in the UCE's memory.
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1 - System for re-gauging the computation of the air/fuel mixture in vehicles driven by combustion engines, characterized by

the capture of data- from the MAP sensor, altering the signal in order to inform the ECU that has occurred a change in the measure of the absolute pressure within the collector and thus forcing the ECU to make a new computation of the mixture, also generating new signals for commanding the actuators that exist in the engine and finally forcing the use of the best MAPA existing in the memory or the best portion of the, MAPA recorded in the ECU'S memory; in order that the command for using the best MAPA or the best portion of the MAPA, is necessary that the Lambda Probe Sensor tells the ECU that the Mixture computed and used for the combustion is the most adequate and the most close to the ideal stoichiometric ratio \( \lambda = 1 \);

2 - Eletronic device, characterized by the fact that comprises a microcontrolled electronic circuit which receives the signal (dc level) from the MAP sensor and amplifies the signal, in which is installed a Firmware that enhances the ECU, and is installed together with the ECU; the signal altered by the device means that a different pressure level is being sent to the ECU, forcing a new computation and generating new commands for the actuators, more directly to a change in the opening of the Fuel Injector nozzles.

3 - Eletronic device, according to claim 2, characterized by the fact that the circuit has applied technology of hybrid characteristics, of analogical, digital and micro-controlled character with the development of a routine (firmware).

4 - Eletronic device, according to any of the
previous claims, characterized by the fact that herein circuit is configured by the following functional blocks:

DC/DC Tension Regulating Circuit (1), which receivers the feeding signal from the ECU (0); variable gain MAP sensor Amplifier signal (2), which receives the signal from the MAP sensor, DC level (8), sending the amplified signal to the ECU'S intake Collector (7); analogical Level Detecting Circuit (3); Microcontrolled Digital Unit (4), which captures data from the Microcontroller's Scheduling Connector (9); operational Status Circuit (5); RESET Circuit (6).