



REFERENCE	BT_2010_FR20_22_UK
DATE	5 th October 2010
SUBJECT	New ECU software release 2010.3, gearbox casing
PART	ECU, gearbox casing

1. New ECU software release 2010.3

**DEPLOYMENT: EURO CUP DURING WSR BARCELONA
UK AFTER BRANDS HATCH
NEC AFTER NURBURGRING**

This new release is represented by the following sticker:



- a. A VVT learning process has been added to this new software release.

As there is a tolerance on the position of the camshaft trigger wheel, a calibration of the Variable Valve Timing must be done with each engine.

The learning process will be triggered on the first engine start after a throttle learning process.

Once variable cam learning has been triggered, the learning process will start 5s after the engine start and will occur during 5s. In order to ensure a perfect VVT learning, the throttle learning process must be done when the engine is hot (ie. after an engine warm up or a run) as the engine idle may be altered when the engine is really cold

Various conditions must be met continuously in order for learning to complete successfully. The conditions are:

- Throttle Position must remain **below 25°**
- Engine Speed must remain **above 800 rpm**
- Engine Speed must remain **below 2,000 rpm**

If learning was unsuccessful, it will be rescheduled to occur again on the next engine start. Until learning is not successful, the previous stored values will be used. This means that **no wrong learning can be done.**

- b. There was no default value when the fuel pressure sensor was in default or disconnected. This problem has been corrected and the default value is set at 3.5bars.

Note: as all the other sensors, when the fuel pressure sensor is disconnected or in default, the default value will be written in blue on the dashboard screen.

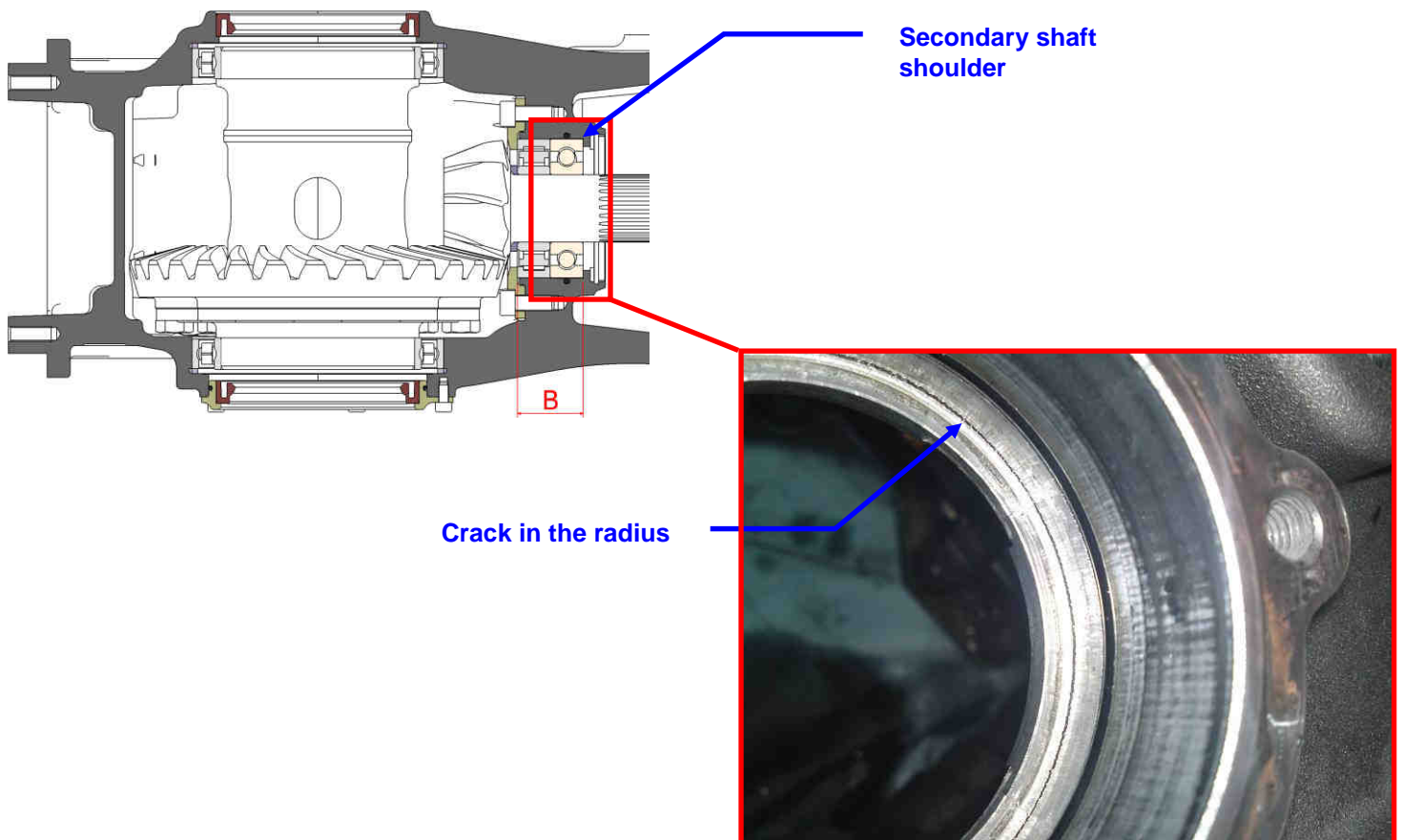
This new release is now the only one allowed.

2. Gearbox casings crack

A few gearboxes have been broken due to a gearbox main casing problem.

The aluminium shoulder, which axially retains the secondary shaft, can crack and then break. This may result in the reverse gear engaging at the same time with the first gear, causing big damages to the gearbox.

The crack is located behind the bearings of the pinion of the bevel gear.



For this reason, Renault Sport asks you to check your gearbox casing as soon as possible. Please contact a Renault Sport representative should you notice any problem in your gearbox.

A new and improved casing should be soon available at a promotional price.