

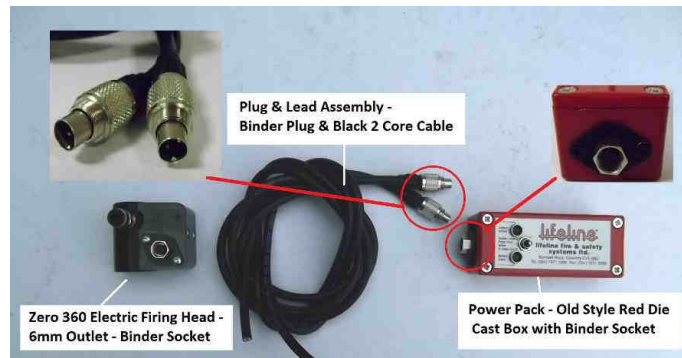
REFERENCE	BT_2011_FR20_6_UK
DATE	23rd March, 2011
SUBJECT	New extinguisher connectors, New ECU software, Air Temperature
PART	Extinguisher, ECU, Air temperature sensor

1. Extinguisher connector modification

DEPLOYMENT: **EUROCUP:** Collective test Barcelona
NEC: before 1st meeting in Hockenheim
UK: before 1st meeting in Brand Hatch
ALPS: during 1st meeting in Monza

The extinguisher system has been improved following some connection issues with the original connectors.

These connectors have been replaced by screwed ones for the power pack and for the extinguisher firing head:



Therefore, the new reference of the extinguisher with a new firing head is 77 11 166 723.

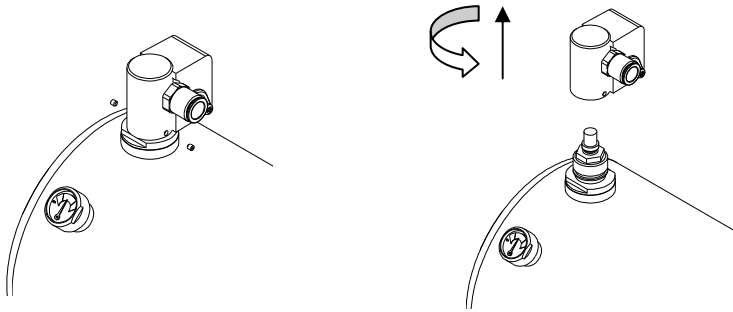
The new electric firing head (+ lead) will be dispatched for free to all the FR2.0 cars during your next race:



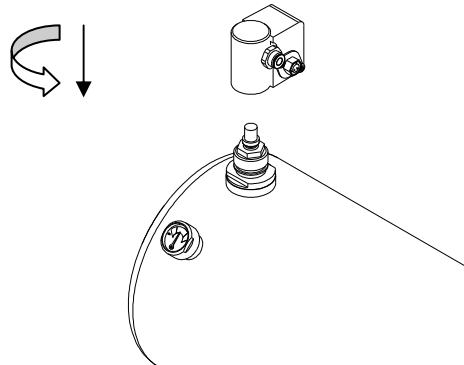
A connector for the power pack lead is included in the kit if necessary

Please respect the following instructions to change the firing head:

1. Take note of the firing head orientation before removal
2. Remove the 2 retaining grub screws from the base of the firing head body with a 1.5 mm Allen Key, these are obscured by a tamper proof seal (you will need to remove this part of the tamper proof seal to get to the grub screws). Once the screws are removed gently lift the firing head body while rotating, **be very careful not to knock the frangible seal as this will discharge the system.**



3. Replace the firing head body by pushing down while rotating. Rotate until the correct orientation is achieved, Secure the firing head body with the two grub screws.



4. Apply a tamper proof label to the interface between the cylinder and operating head and that both grub screws are covered. Ensure that both areas are dry and free of grease before label application.

Note: only the new firing head is allowed for 2011 season.
Both types of power pack + lead are allowed for 2011 season.
The old parts are not available anymore.



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2. New ECU software

DEPLOYEMENT: EURO CUP: 1st meeting in Motorland

NEC: 1st meeting in Hockenheim

UK: 1st meeting in Brand Hatch

ALPS: 1st meeting in Monza

All the ECU must be upgraded to the new release **SQ6 2011.1**. This release includes a new sticker which is mandatory to compete in a 2011 Formula Renault 2.0 championship:



The main improvements are described below:

- impossible to downshift when car hot and below 20km/h : **solved**
- Oil pressure sensor into default mode when car is cold and engine is stopped : **improved**
- Engine shut down going back to the pit and when the driver disengage the clutch at more than 40km/h : **solved**

3. Air temperature sensor

For 2011 Formula Renault 2.0 races, the air temperature sensor must be disconnected from the engine loom.

The air temperature sensor and its specific mounting & loom (ref. 77 11 166 705) can be removed from the car. In this case, the hole made for the sensor into the lower part of the airbox can be closed.

