



## EMERGENCY CLUTCH RELEASE (ECR)

The Emergency Clutch Release is designed to work as a standalone installation to enable actuation of a vehicle clutch. It has been approved by FIA and ACO for use in LMP vehicles as an emergency neutral device capable of disconnecting vehicle drive-trains.

The ECR requires an external air source and a simple DC power supply.

## ROAD RACE



### KEY POINTS

- Does Not Influence Normal Clutch Operation
- Can Run From Standalone High Pressure Reservoir
- Operated With A Latching Switch From A 9V PP3 Battery
- Driver Retains Full Control Over Clutch Paddle
- Requires Air Supply And 9-14V Power Supply
- Can Be Integrated With Blip Operation

### PRODUCT ORDERING INFORMATION

| DESCRIPTION | PART NO |
|-------------|---------|
| ECR         | ZZ008-1 |

**CONNECTOR PIN OUT**

| PIN | DEFINITION |
|-----|------------|
| 1   | +12V       |
| 2   | GND        |
| 3   | N/C        |

**DIMENSIONS**

|        |       |
|--------|-------|
| Weight | 800g  |
| Width  | 65mm  |
| Height | 88mm  |
| Length | 175mm |

**TECHNICAL DATA**

|                           |                 |
|---------------------------|-----------------|
| Electrical Response Time  | 10msec          |
| Available Travel          | 25mm            |
| Air Inlet Fitting         | Dash 4 JIC Male |
| Air Outlet Fitting        | Dash 4 JIC Male |
| Wiring Connector Fitted   | ASU03PN         |
| Required Mating Connector | ASU63SN         |

**SYSTEM REQUIREMENTS**

|                                 |         |
|---------------------------------|---------|
| Recommended Air Pressure        | 8-9 bar |
| Electrical Supply               | 9-14V   |
| Valve Resistance                | 50 Ohms |
| Recommended Working Temperature | <75C    |

# DESCRIPTION

The driver retains full control over the clutch with the standard clutch pedal. When activated, the ECR applies pressure to the clutch slave cylinder for as long as power is supplied to the unit. One power is removed, the unit removes pressure and returns clutch control to the driver. Due to the standalone nature of the unit, it does not influence normal clutch operation. It is supplied with a master cylinder, the size of which is calculated based on the release load and travel of the clutch fitted to the car. This needs to be calculated and specified to Shiftec

**INSTALLATION NOTES**

- Install by plumping the unit in-line with the existing hydraulic clutch line
- It is normally operated with a latching switch working from a 9V PP3 battery
- Clutch opening time will depend on air pressure, master cylinder and clutch specification
- Use copperslip when attaching hose fittings – not Loctite or PTFE tape
- Use only aluminium or stainless steel hose fittings

