



## Paddle Shift System Kit

-  
Porsche 997 Cup

DRIVER INSTRUCTION MANUAL

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## AGENDA



### 1. Upshifting

- 1.1 Neutral → 1<sup>st</sup>
- 1.2 1<sup>st</sup> → 6<sup>th</sup>
- 1.3 Reverse → Neutral

### 2. Downshifting

- 2.1 6<sup>th</sup> → 1<sup>st</sup>
- 2.2 1<sup>st</sup> → Neutral
- 2.3 Neutral → Reverse
- 2.4 Downshift with pushed clutch pedal

### 3. Emergency Mode

- 3.1 How to activate / deactivate Emergency Mode
- 3.2 How the GCU reacts in Emergency Mode

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## 1. Upshifting

### 1.1 Neutral → 1<sup>st</sup>

To shift from **Neutral to the 1<sup>st</sup> gear** the driver has to **press the clutch** and **pull the Up-paddle**.

### 1.2 1<sup>st</sup> → 6<sup>th</sup>

To **shift up** through the gears from 1<sup>st</sup> to 6<sup>th</sup> the driver has to **pull the Up-paddle** and he has to **be on throttle** and **must not push clutch paddle**.

An upshift from 1<sup>st</sup> → 6<sup>th</sup> is **prevented** by software if:

- neutral is engaged
- 6<sup>th</sup> gear is engaged
- the down paddle is pulled
- a request is made within the blocking time of the last gear change
- Driver is off-throttle and/or clutch pedal is pressed.

### 1.3 Reverse → Neutral

To **shift from Reverse to Neutral** the driver has to **press the clutch** and **pull the Up-paddle**.

## 2. Downshifting

### 2.1 6<sup>th</sup> → 1<sup>st</sup>

To **shift down** through the gears from 6<sup>th</sup> to 1<sup>st</sup> the driver has to **pull the Down-paddle** and he has to **be off-throttle**.

The GCU will **deny** the requested downshift if:

- the rev limit for the next gear will be exceeded. The driver has to pull the paddle again.
- 1<sup>st</sup> gear or Neutral is engaged
- up paddle is pulled
- a request is made within the blocking time of the last gear change

### 2.2 1<sup>st</sup> → Neutral

To **shift from 1<sup>st</sup> gear to Neutral** the driver has to **push the clutch paddle** and **pull the Down-paddle**.

## 2. Downshifting



### 2.3 Neutral → Reverse

To shift from **Neutral to Reverse** the driver has to **press the clutch paddle** and **push the Reverse button** on the console.

### 2.4 Downshift 6<sup>th</sup> → 1<sup>st</sup> with pushed clutch pedal

In this mode the GCU will do an **emergency downshift** – i.e. the GCU will **not blip the engine!**

Emergency downshift is **only possible** if car speed is **below 100km/h**.

## 3. Emergency Mode



### 3.1 How to activate / deactivate Emergency Mode

To **activate Emergency Mode (EM)** the driver has to **turn the Emergency Mode switch** on the console to **“Emergency Mode position”**.

To **deactivate EM** the driver has to **turn back the Emergency Mode switch** on the console.

### 3.2 How the GCU reacts in Emergency Mode

**Emergency Mode has been implemented only to support the driver to come back home to the pit in case of issues with the gear shift system!**

In Emergency Mode **every shift request** from the driver will be permitted!

**All safety function** of the GCU is **deactivated!**

The GCU will try to **shift up** whether the driver is in 4<sup>th</sup> gear or 6<sup>th</sup>!

If the driver is in **1<sup>st</sup> gear** and pulls the **Down-paddle** the GCU will **shift down to Neutral!**

If the engine is on **rev limiter** and the driver pulls the **Down-paddle** the GCU will **shift down!**

The system will **not blip the engine** at downshifting!

→ Hence, in emergency mode shifting will be like shifting with a conventional gearshift lever.