

F3 Technical Advisory Memo

No: TAMF3-2020-006
Date: February 28, 2020
Subject: Transmission Compliance

Underlying Rules and Interpretation

Engines, transmissions, and shock absorbers are Type 1 parts, both as assemblies and in their component parts. In the FIA Technical Regulations, article 2.7.1 states that Type 1 parts must be “used exactly as supplied” and that “repairs may be carried out only by the manufacturer”. In the SCCA Pro Racing Sporting Regulations, article 26.1 states that “the entire car, as both an assembly and individual parts, must remain as delivered, except for changes expressly permitted in writing by SCCA Pro Racing”.

For transmissions, SCCA Pro Racing will interpret “repairs” to mean “repairs and service”. SCCA Pro Racing will also interpret that, in the context of repairs, “the manufacturer” will include “the series-authorized official service provider”.

Official Service Provider

Sadev, Inc. in Mooresville, NC is the only series authorized transmission service provider. Transmission service by anyone other than the series authorized service provider is prohibited.

Sealing of Transmissions

New or freshly serviced transmissions will be sealed by Sadev prior to delivery. Once delivered, the presence of seals does not confirm compliance, regardless of when sealed or by whom. At the Technical Director’s discretion, seals may be replaced at any time.

Seal Recording

Sadev will record seal numbers for new and freshly serviced transmissions and transmit those numbers to SCCA Pro Racing. At the first series event for a car, SCCA Pro Racing will record chassis number, transmission serial number, and seal numbers. A team representative and a member of the series Tech Staff will both sign a log confirming the correctness of the recorded seal numbers, the transmission serial number, and the chassis number.

Inspection of Seals

Transmission seals will be examined every time a car is inspected, whether annual, pre-event, post-session, or when confiscated. Damaged seals, missing seals, or incorrect seal numbers will be interpreted as either modification of Type 1 parts or as service by someone other than the approved service provider. On that basis, the car will be reported to the Stewards with a technical violation.

The only exception to this will be when teams have received prior approval from the Technical Director to remove the rear cover seal. In that case, at the SCCA Technical Director’s discretion, the transmission may be resealed by SCCA Tech staff following inspection. This exception applies only to the seal at the rear cover. A missing or damaged seal at the differential case split requires dismantling for full inspection by Sadev before resealing.

Compliance, Inspection, and Enforcement

The series expects teams to present car with rules-compliant transmissions for inspection. Compliant transmissions are not changed from their as-delivered state, have not been serviced by anyone other than Sadev, do not have missing or damaged seals, and have the correct seals in place. If teams have any question about the compliance of a transmission, it should be inspected and resealed by Sadev prior to its first event.

SCCA technical staff may, at the Technical Director's discretion, remove transmission rear covers for partial disassembly and inspection at any time. This action will not certify an entire transmission as compliant.

Consistent with article 23.7 of the Sporting Regulations, at any time, the series may also require a competitor to submit a complete transmission for teardown and detailed inspection.

Transmissions found non-compliant during inspection by SCCA technical staff or during service at Sadev will be reported to the Stewards as a technical infraction.

Repairs and Service

At any time, removal of transmission seals by a team requires prior approval of the Technical Director. Removal without prior approval will be reported to the Stewards as a technical infraction.

Service during a championship event that requires removal of a seal must be either performed by Sadev or overseen by SCCA Tech staff. When the service is complete, Sadev or SCCA will install a new seal.

If a team desires to remove a transmission seal at the team's shop, trackside at a private test, or at a non-championship race event, the team must contact the Technical Director for approval. Should the Technical Director approve removal of the seal at the differential split, that transmission must be dismantled and inspected by Sadev before a new seal can be installed.

Substitution

It is permissible to substitute a sealed transmission with another sealed transmission, provided that the seal numbers for the replacement are correct for its serial number.

Crash Damage

Transmissions with seals damaged or lost due to a crash or off-track excursion during an SCCA event may be resealed at SCCA Tech Director's discretion. The track event must be documented in the Stewards' session log and substantiated by presentation of damaged parts from the immediate vicinity of the seal.

Superseded Technical Advisory Memo

This Technical Advisory Memo completely supersedes and replaces TAMF3-2019-003.