



TECHNICAL ADVISORY MEMO

No: TAMF4-2018-003
Date: March 21, 2018
To: All
Subject: Transmission Compliance Procedures

Official Service Provider

Sadev manufactures the transmissions for F4 US Championship cars. Per 2018 Competitor Advisory Memo CAMF4-2018-001, Sadev's US facility in Mooresville, NC is the only transmission service provider for the series. No other company is approved to service and seal F4 series transmissions.

Transmission Seals and Rules Compliance Status

SCCA Technical staff will record the status of transmission seals at the first series event each car enters. At the Technical Director's discretion, seals may be replaced then or at any other time. The series expects teams to present rules-compliant transmissions to pre-event technical inspection. If teams have any question about the compliance of a transmission, it should be inspected and resealed at Sadev prior to its first event.

Transmissions delivered new since October 22, 2017 with both Sadev factory seals still intact will have their seals replaced with SCCA seals at the first event attended. Transmissions serviced at Sadev will have SCCA seals installed during service. In either case, the series considers those transmissions compliant at the time of delivery. For all other transmissions, the presence of seals does not indicate compliance, regardless of when it was sealed or by whom.

Transmission Confiscation, Inspection, and Service

At each race weekend, SCCA will confiscate at least one transmission for inspection at Sadev's shop in Mooresville. At the time of confiscation, SCCA will provide a new or freshly rebuilt transmission in exchange. Confiscated transmissions will be inspected for compliance and serviced by Sadev. Newly serviced transmissions will be returned to the series to exchange for transmissions confiscated at following events. Serviced transmissions will be fresh and ready for a full service life.

Labor costs for inspection and service, along with Sadev's standard rebuild kit of parts and replacement of normally worn parts, will be paid by SCCA. Teams will pay the cost of replacing any non-compliant parts found during inspection.

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Transmission Confiscation, Inspection, and Service (continued)

Choice of transmission(s) confiscated and timing of confiscation during an event weekend will be at the Technical Director's discretion.

Transmissions sold new since Oct. 1, 2017 or serviced at Sadev are less likely to be confiscated, if both seals remain undisturbed. However, they may still be confiscated, at the Technical Director's discretion.

Partial Inspection During Events

SCCA technical staff may, at the Technical Director's discretion, remove transmission rear covers for partial disassembly and inspection at any time during a race weekend. This action will not certify an entire transmission as compliant, nor will it preclude a transmission from being confiscated at that event or following events.

Enforcement

The entire transmission assembly is a Type 1 part. Per 2.7.1 of the FIA Technical Regulations, it must be used exactly as supplied by the manufacturer. 2.7.1 also states "repairs may be carried out only by the manufacturer". For transmissions, the series will interpret "repairs" to mean "repairs and service".

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, except for transmissions found non-compliant at Sadev prior to April 25, 2018, which will not be reported to the Stewards. Teams declining to provide a transmission for confiscation will also be reported to the Stewards as a technical infraction. Penalties may, at the Stewards' discretion, be retroactive and cumulative, dating to either the first series event of the year or the most recent time the transmission was found fully compliant.

Transmission seals will be examined in pre-event technical inspection at every event. Cars presented to pre-event tech with a missing rear cover seal may, at the SCCA Technical Director's discretion, be resealed by SCCA Tech staff following inspection. Cars presented to pre-event tech with a missing, damaged, or altered CWP/diff seal will be reported to the stewards as a technical infraction. Cars presented to pre-event tech with an incorrect seal serial number will be reported to the Stewards as a technical infraction.

If a team removes a transmission seal at the team's shop or trackside at a test or non-championship race event, the team must notify SCCA within one week. Advance notification prior to removing a seal is strongly recommended. Enforcement will be as noted above for pre-event technical inspection.

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Trackside Service

Any service during a F4 championship event that requires removal of a seal must be either performed by Sadev or overseen by SCCA Tech staff. Removal of transmission seals requires prior approval of the SCCA Technical Director. If a seal is removed without prior approval, it will be reported to the Stewards as a technical infraction. When the trackside service is complete, Sadev or SCCA will install a new seal.

Cars 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. At the SCCA Technical Director's discretion, the transmission may require inspection prior to resealing.

Seal recording process

SCCA technical staff will record car number, transmission serial number, and seal number/location whenever necessary. A team representative and a member of the series Tech Staff will both sign a log confirming the correctness of the recorded seal numbers and location, the transmission serial number, and the chassis number. Seals will also be photographed in place.