

F3 Technical Advisory Memo

No: TAMF3-2019-002
Date: January 10, 2019
Subject: Shock Absorber Seals

Summary

Prior to the first championship event in 2019, all shock absorbers (suspension dampers) must be inspected and sealed at JRi. Shock seals installed by JRi must be present to pass annual tech inspection and receive an annual tech sticker. At each championship event, shock seals installed by JRi must remain present to pass technical inspection, whether pre-event or post-session.

Inspection, servicing, and sealing

All shocks used in championship events must be sent to JRi for service and sealing. JRi will inspect shocks, perform a complete service, reassemble, dyno test, and attach seals.

Since shocks will be freshened as part of the inspection and sealing, teams will be billed at the normal service rate (\$125 per shock as of this date), plus \$10 per shock for modifications to install the seal. The normal service rate includes routine service parts, such as seals and O-rings. If any additional parts are required, JRi will contact the team with an estimate for approval prior to proceeding. Billing will be through Ligier.

Contact Marty Flannery at JRi to schedule servicing and sealing. He's at 980-259-1299 or mflannery@rishocks.com. The attached Service Request Form must be enclosed with the shipment. This form may also be downloaded from the F3 series web site. Note that JRi has a new address. The attached form has their correct shipping address.

JRi will have at least 40 sets of shocks to service before the first race, between F3 and F4. To avoid getting caught in a last-minute rush before the first event, it will be best to send shocks as soon as possible. Shop turnaround, excluding shipping, is expected to be roughly one week, but will depend on JRi workload. Teams are encouraged to contact Marty before shipping to discuss workload and turnaround.

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Seal recording process

JRi will record serial number and corresponding seal number for every shock when serviced and sealed. When presented for technical inspection, every car must have shocks with seal numbers and serial numbers that match JRi records. SCCA technical staff will record car number, chassis number, shock serial number, and shock seal number. A team representative and the Technical Director or his designate will both sign a log confirming the correctness of the recorded serial and seal numbers. Seals will also be photographed in place.

Enforcement

Shock seals will be inspected in pre-event and post-session inspection at every event. Shocks must have the JRi-installed seals intact, with the correct seal number to match the shock serial number. Missing seals or mismatched seal/serial numbers will be taken as evidence that the shocks have been repaired or modified by the team. Since shocks are Type 1 parts, per 2.7.1 of the FIA Technical Regulations they must be used exactly as supplied by the manufacturer and may only be repaired (i.e. serviced) by the manufacturer. Unsealed shocks will be reported to the Stewards as a technical infraction.

There will be no penalty for shocks found non-compliant during service prior to sealing at JRi. Any shocks found non-compliant after being sealed, either during technical inspection or during service at JRi, will be reported to the Stewards as a technical infraction.

Presence of seals on shocks will not be considered proof of compliance. At the Technical Director's discretion, sealed shocks may be dynoed, inspected, or confiscated, per Section 23.6 of the Sporting Regulations.

Trackside service

Removal of a shock seal during a championship event must be either performed by JRi or done under the supervision of the Technical Director or his designate. Teams must notify the Technical Director in advance for permission to remove a shock seal. If a shock seal is removed with prior approval, it will be reported to the Stewards as a technical infraction. When the trackside service is complete, JRi or SCCA will install a new seal and record it.

If shocks need trackside or team shop service away from a series event, they must be shipped to JRi for inspection and resealing prior to the next championship event.

Replacement of worn spherical bearings is permitted and will not be enforced as unauthorized service.

It is permissible to substitute a sealed shock with another sealed shock, providing that the replacement shock's serial number and seal match JRi records.