

The SEB published a response to letter 14648 in the January 2017 Fastrack, to create an enforceable rule. Under the existing rule, members may run a proprietary and copyrighted tune that the SCCA has no ability to review in detail. The proposal expanded the ECU and tuning allowances in ST to allow any ECU - including "stand alone" computers - and any programming.

After Feedback from the membership we are revising the proposal by adding limitations. This will appear in the upcoming Fastrack but we are using the tools available to us to gather feedback quickly so we can implement this for 2018. Open tuning is still part of the proposal but we are limiting the use of a "stand alone" computer.

Following is the revised proposal that will also be published in the next Fastrack.

Change section 14.10.F as follows:

14.10.F The engine management system parameters and operation of internal combustion engines may be modified only via the methods listed below. ~~These allowances also apply to forced induction cars, except that no changes to standard boost levels, intercoolers, or boost controls are permitted. Boost changes indirectly resulting from allowed modifications are permissible but directly altering or modifying the boost or turbo controls, either mechanically or electronically, is strictly prohibited. Traction control parameters may not be altered.~~ Any OE OBD2 or newer communications port functionality must remain. The Check Engine Light (CEL) or Malfunction Indicator Light (MIL) may be disabled via software. ~~Alternate software maps which violate these restrictions may not be present during competition, regardless of activation.~~ Only OE sensors **equipped from the factory** may be used for engine management. **Data acquisition modifications to the wiring and ECU are permitted.**

Replace the current 14.10.F.1 through 14.10.F.6 with the following:

- 1. For all model years, the following allowances apply:**
  - a. The OE ECU may be reprogrammed without restriction.**
  - b. Fuel pressure regulators may be replaced in lieu of electronic hardware or software alterations. It is not permitted to mechanically alter the fuel pressure regulation AND make other hardware or software changes to engine operation.**
  - c. Ignition timing may be set at any point on factory adjustable distributor ignition systems.**
- 2. For 2005 and older model year vehicles:**
  - a. A supplementary ("piggyback") ECU is permitted. It must be plug-compatible with the standard ECU/PCM (no splices) and must connect only between the standard ECU/PCM and its wiring harness.**
  - b. Electronic components may be installed in-line between an engine's sensors and ECU/PCM. These components may alter the signal coming from the sensor in order to affect the ECU / PCM operation. Example: fuel controllers that modify the signal coming from an airflow sensor.**
  - c. VTEC controllers and other devices may be used which alter the timing of factory electronic variable valve systems.**
- 3. 1995 and older vehicles may implement a replacement "stand alone" ECU.**