

ETPC STATEMENT REGARDING PROSTOCK CYLINDER HEADS



Attachments: ETPC Rulebook wording 2015/16 and amendments

01 September 2016

BACKGROUND

This statement refers to the ETPC rulebook Chapter 4, Section D Engines, point 4

The intended 'spirit' of the rule relating to cylinder heads for this class is that they are of OEM design, as used in serial production, to support the ethos of the class "PRO(duction) STOCK". This ethos has been challenged on 3 occasions following protests in 2015 and 2016.

ETPC has the right to amend immediately any existing rule under 2 conditions (a) safety or (b) clarification of meaning. All changes to this rule implemented from 2015 onwards have been done under (b) clarification of meaning, to remove any ambiguity or misunderstanding.

SEQUENCE OF EVENTS

In June 2015 the legality of a cylinder head of 1 tractor in the Prostock (PS) class was questioned relating to the definition of OEM and the original wording of the rule was amended to remove any ambiguity that was present as the rule was written. The tractor was excluded from that competition but no further ETPC sanctions were imposed on the team/tractor.

This new wording was implemented immediately and updated into the hard copy of 2016 ETPC rulebook.

In July 2016 the legality of certain cylinder heads in the PS class were questioned. One tractor was suspended from competition for 1 year and 10 days due to not fulfilling the inspection request of the ETPC Tech & Safety Board and therefore considered illegal (Chapter 10, Section F Protests, point 2)

3 tractors were then protested against later in July on the same grounds. According to the rule as it was then written the ETPC Tech & Safety dismissed the protests on the grounds of ambiguity within various sections of the rule that were claimed by the team (e.g. must fit and work – didn't say for how long..., it has water channels in it....drilled by but technically it has them, etc.).

ETPC T & S board also informed the team at that time that the intention of the rule is very clear and any ambiguity in the rule would be removed within a short period after these protests and at minimum before the EC2016.

The rule was amended again and issued to all ETPC member representatives and Eurocup PS teams on 18th August 2016 with a further revision on 22nd August 2016 to correct a mistake in the new wording.

EC2016

4 tractors were considered to be in contravention of the amendment to the rule and were excluded from the competition on the grounds of illegal cylinder heads. As the tractors did not compete and this was notified during a normal T & S inspection the exclusion was for that competition only and they are able to enter further competitions in the future, subject of course to conforming to all ETPC rules in place at that time.

ETPC Tech & Safety Board



European Tractor Pulling Committee

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Peter de Wit (NL) etpc@hetnet.nl

Date: 17 June 2015

To: Mud Patrol Pulling Team

Cc: ETPC Members
ETPC Eurocup PS teams
ETPC Daily Board
ETPC Tech & Safety Board

Ref: Final statement following an official protest to Mud Patrol team about the legality of the cylinder head used in Bernay.

After investigation of the cylinder head at the location of the Mud Patrol team, where the head was taken off the engine and examined, it is clear that this cylinder head has been manufactured as a special solid cast construction without some of the normal water channels in it. Supporting documentation was supplied from John Deere engine works in America that this cylinder head is of OEM construction as it was produced by John Deere before being machined by a third party supplier.

After consulting the ETPC rulebook it appears that the interpretation of OEM is being used, in the opinion of the ETPC T & S Board, to gain an advantage by Mud Patrol via their relationship with John Deere in America, who have confirmed that this head is in fact OEM by definition.

This is not how all PS teams and even manufacturers have interpreted and handled the rule in the past. This use of a full cast head is not what is wanted in the class, according to the spirit of the rules, and therefore we need to take any ambiguity out of the rules as they are currently written.

Final statement from ETPC T & S Board:

- Disqualification of Mud Patrol at the Eurocup event in Bernay stands, cylinder head illegal in the opinion of T&S board at the time of the inspection with the information available to them then
- No further penalty applied as ambiguity in the ETPC rules relating to the definition of OEM identified after Bernay on appeal by the Mud Patrol team.
- Rule amended with immediate effect (to ensure clarity for all competitors) to now read as below

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ETPC rulebook Chapter 4 Pro Stocks, page 48, section D – Engines, number 4.

"Engine cylinder head(s) must be OEM agricultural type for that brand of engine as fitted in serial production. No alterations to casting allowed to alter original air inlet and outlet position or bolt pattern. Water channels in the head must be present as per original production cylinder head casting and the head(s) must be able to fit and work with a standard agricultural tractor engine. After market machining and modifications allowed on the cylinder head(s)."

This shows that we are working to the letter of the rules and that this type of cylinder head seen on Mud Patrol is not allowed in PS class and we will challenge teams that go against the spirit of how it is meant to be – ProStock (Production/Stock) tractors.

Mud Patrol team can then run Eurocup and EC (subject to qualification) if they fit another legal head to the tractor.

If teams or member countries want to amend the rules for the future then a proposal is needed for the next ETPC meeting and this proposal will then be voted on by the member countries.

On behalf of the ETPC T&S board,

Peter de Wit

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Peter de Wit (NL) etpc@hetnet.nl

Date : 15-July 2016

To : Countdown PS Pulling Team (Sweden)

Cc : ETPC Members
ETPC Eurocup PS teams
ETPC Daily Board
ETPC Tech & Safety Board

Ref: Final statement following an official protest to Countdown team about the legality of the cylinder head(s) used in Eurocup pull Putten 2016.

After investigation of the cylinder head of the Countdown team, where photos and documentation of the Valtra engine factory are examined, it is clear that this head has been manufactured as a special solid cast construction without some of the normal water channels in it.

Supporting documentation was supplied from the Valtra factory in Finland that this cylinder head is of OEM construction as it was produced by Valtra.

After consulting the ETPC rulebook it appears that the cylinder head is in fact OEM by definition.

However, the use of a full cast head is not allowed according the current ETPC rules.

See Chapter 4 Pro Stocks, page 59, section D- Engines, number 4. ETPC rulebook 2016.

(On next page copy of this rule out of the ETPC rulebook 2016).

The final statement from ETPC T&S board is:

*** Suspension of Countdown from all Eurocup and European Championship events for one (1) year and ten (10) days.**

If teams or members countries want to amend the rules for future then a proposal is needed for the next ETPC-meeting and this proposal will then be voted by the member countries.

On behalf of the ETPC Tech & safety Board,

Peter de Wit

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ETPC Rulebook 2016 : Chapter 4 Pro Stocks , page 59, section D – Engines , number 4.

D. Engines

1. *Pro stock class limited to 8364 cc (510 ci.). Downsizing allowed, max. 2.0 percent.*
2. *All turbo charged diesel engines must have a cable totally surrounding the engine block and head. See chapter 2, par. I, point 13 for details.*
3. *Pro Stocks are limited to one (1) pressure stage and allowed to have one air compressing device.*
4. *Engine head must be OEM agricultural type for that brand engine as fitted in serial production(Minimum 150 produced). No alterations to casting allowed to alter original air inlet and outlet positions or bolt pattern. Water channels in the head must be present as per original production cylinder head casting and the head(s) must be able to fit and work with the standard agricultural tractor engine. Aftermarket machining and modifications allowed on the cylinder heads. Connection side of in- and exhaust manifolds must be 90 degrees with head gasket or OEM. No recasting on heads.*
5. *Only two valves per cylinder allowed, if particular tractor model is equipped with a multi-valve (more than two) head engine, it is allowed to use this OEM- engine with OEM-head if the engine is not more than 7374 cc. (450ci.)
Downsizing allowed, maximum 2.0 percent.*
6. *Pro stocks may have one (1) fuel injection pump of any size.
Only one (1) pump element per cylinder allowed.
If using OEM (available of parts-counter) 12 cylinder fuel injectionpump two (2) pump-elements per cylinder allowed.*
7. *Diesel fuel only. Water injection and/or intercooler allowed. Use of gasohol and/or alcohol is prohibited.*
8. *No overhead cams allowed.*
9. *Conversion from 4-stroke into 2-stroke principle is not allowed.*

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Peter de Wit (NL) etpc@hetnet.nl

Date : 22 August 2016

To : ETPC Members
ETPC Eurocup PS teams
ETPC Daily Board
ETPC Tech & Safety Board

Ref: Clarification of the ETPC rulebook relating to Prostock cylinder head(s) to remove any ambiguity

Dear Friends,

Hereby the rule amendment for Pro Stock engines and cylinder head.

This addition is set up to make clear what cylinder head is allowed and what is allowed to work or change on these cylinder-heads.

The new text is replacing the current text in Chapter 4 Pro Stocks. Point D 4 Engines.(page 59)

New text is going in effect per August 18 2016.

On behalf of the ETPC Tech & safety Board,

Peter de Wit

Current Text

Engine head must be OEM agricultural type for that brand engine as fitted in serial production(Minimum 150 produced)

No alterations to casting allowed to alter original air inlet and outlet positions or bolt pattern.

Water channels in the head must be present as per original production cylinder head casting and the head(s) must be able to fit and work with the standard agricultural tractor engine.

Aftermarket machining and modifications allowed on the cylinder heads

Connection side of inlet and exhaust manifolds must be 90 degrees with head gasket or OEM.

No recasting on heads

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New Text

Engine cylinder head(s) must be OEM agricultural type for that brand engine as fitted in serial production in combination with the original engine block of that brand – no mixing of brands. For the brand used it is allowed that different series of engine block and cylinder head(s) can be used in combination. (e.g. 40 series JD block with 50 series cylinder head) as long as they conform to all other rules.

There must be a minimum of 150 units produced of the engine block and cylinder head(s) used and replacement cylinder head(s) used must be available under the part number from the manufacturer of that engine brand as listed in the original parts catalogue for that particular engine. If the brand no longer manufactures that cylinder head(s) and an alternative supplier now produces them these are acceptable as long as they are approved as a ‘true’ replacement copy by the original brand manufacturer and conform to all other rules.

For all engines designed as ‘water cooled’ within the cylinder head system the original water channels must be present as per the original production cylinder head(s) casting used in serial production. The original cylinder head(s) must be able to fit and work with the standard agricultural tractor engine as intended in normal daily use within agriculture – operationally not just functionally (i.e. must continue to work continuously over a number of hours). ‘Air cooled’ cylinder head(s) must be as per original serial production casting.

No recasting of cylinder head(s). Recasting will be defined as the process of manufacturing with an alternative mould/template to the one used in serial production.

Aftermarket machining and modifications allowed on the cylinder head(s) casting (e.g. valve size/porting/flowing/filling). No alterations to the casting allowed that will alter the original air inlet and outlet positions or bolt pattern.

Connection side of inlet and exhaust manifolds must be 90 degrees with head gasket or OEM.

If there is any question of legality of cylinder head(s) it is up to the team to prove that the engine block and cylinder head combination is legal. If it cannot be confirmed that it is a legal combination ETPC will enforce the maximum penalty of a 1 year and 10 days suspension for that tractor and team.

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ETPC RULEBOOK CHAPTER 4, SECTION D ENGINES, POINT 4

2015 ETPC RULEBOOK WORDING

4. Engine head must be OEM agricultural type for that brand of engine

2015 RULE AMENDMENT INCLUDED IN 2016 RULEBOOK HARD COPY (17TH JUNE 2015)

4. Engine cylinder head(s) must be OEM agricultural type for that brand of engine as fitted in serial production. No alterations to casting allowed to alter original air inlet and outlet position or bolt pattern. Water channels in the head must be present as per original production cylinder head casting and the head(s) must be able to fit and work with a standard agricultural tractor engine. After market machining and modifications allowed on the cylinder head(s).

2016 RULE AMENDMENT (FINAL VERSION 22ND AUGUST 2016)

4. Engine cylinder head(s) must be OEM agricultural type for that brand engine as fitted in serial production in combination with the original engine block of that brand – no mixing of brands. For the brand used it is allowed that different series of engine block and cylinder head(s) can be used in combination. (e.g. 40 series JD block with 50 series cylinder head) as long as they conform to all other rules.

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Aftermarket machining and modifications allowed on the cylinder head(s) casting (e.g. valve size/porting/flowing/filling). No alterations to the casting allowed that will alter the original air inlet and outlet positions or bolt pattern.

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