



European Tractor Pulling Committee

Tech and Safety Board

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Info season 2017

Rulebook updates season 2017:

1: Page 17 and 19 Chapter 2 D point 11 and 16i

11. All bell housings less than 10 mm thick (explosion area) must use a 4130 chrome molybdenum liner minimum 2,3 mm thick. Inner diameter of clutch protection not more than 50 mm. larger than flywheel/clutch combination outer diameter.

16 i. Liners in aluminium bell-housing , following options possible:

- a- using 2 liners: second additional liner same material and thickness as the OEM liner delivered with the OEM belhousing.
- b- using 2 liners: second additional liner steel or titanium min. 2mm. thick with a min. tensile strength, ultimate Rm 670 Mpa and a min. elongation at break of 10%.
- c- using one (1) liner steel or titanium min. 4 mm. thick with a min. tensile strength, ultimate Rm 670 Mpa and a min. elongation at break of 10%.
- d- using one (1) OEM liner and a ETPC approved clutch-blanket around the bellhousing.

2: Page 25 Chapter 2 H point H2

2. All tractors shall have wide front axles. Front wheels shall track with the rear wheels.

All pulling vehicles (except Trucks) must have skid plates under the front axle to keep vehicle on the track in case of losing a front wheel.

Skid plates must be one of the two types listed below:

- Skid plate mounted in line with each frame rail (on both sides) at the center of the front axle equal in strength to frame rail material.
Skid plate surface to be a min. of 100 mm wide and 300 mm long with a min. 150 mm curve measured from the front most part of rolled edge.
(0.95 t mods: min. 50 mm wide ,min. 250 mm length and min. 50 mm curve)
- Skid plate mounted to center of axle, must be a min. of 300 mm wide with rolled edge front. Plate must be min. 200 mm length.
(0.05 mods : min. 250 mm wide with rolled edge front and min.100 mm length.)

Skids must be securely mounted and braced to the chassis/front axle.

Skids must be able to support the weight of the front end when checked with a jack.

Maximum ground clearance is from the bottom of the wheel rim to the ground, not to exceed 100mm (0.95 mods 50mm) with front tires in normal operating position.

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3: Page 44 Chapter 2N point 2

2. All pulling vehicles must be equipped with a fire extinguisher or firestick fully charged, in working condition and in easy reach of driver. Fire extinguisher/firestick must meet following requirements:
 - must be according DIN/EN 3 norm
 - must have CE conformation
 - must show expiry date
 - min. fire fighting time 8 seconds
 - must be manufacturer approved for use outside under windy conditions
 - powder extinguisher must be checked yearly [with certificate]
 - all other fire extinguishers must have a pressure gauge to check charged condition and have an age limit of max. 5 years.

4: Page 58/59 Chapter 4D Pro Stock point 4 and 6

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 – no mixing of brand, or series of the brand.

There must be a minimum of 150 units produced with this engine block and cylinder head(s) combination 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. No alterations to the casting allowed that will alter the original air inlet and outlet positions or bolt pattern. Bolt pattern head to block must be as original.

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 ban for that tractor and team.



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6.

The use of a Common Rail diesel fuel system is permitted under the following criteria and specifications:

- must use a dual throttle position sensor output circuit.(circuit 1 ramps up ,circuit 2 ramps down)
- single throttle-circuit not allowed
- must use 2 springs to return throttle to idle.
- kill switch must interrupt the permanent current (30) and the current by ignition (15) to the ECU (engine control unit).
- kill switch must work according the fail-safe principle, activated when the electrical system is interrupted.
- kill switch must also activate the air shut-off as required on all diesel engines.(see chapter 2M kill switches, point 7).
- must have a fuel shut off valve control in the low pressure line towards the high-pressure pump and as close as possible to the high-pressure pump with control in easy reach of driver.



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Competition rules updates:

1: Season 2017 engine limits and weight compensation system

ETPC rulebook: Chapter 12 Engine limits:

Weight compensation system:

A- all engines will keep the same number of points that they currently have, and all classes will maintain the current limits as in Chapter 12-B of the current ETPC rulebook.

B- the base weight of the Heavy Modified class will be 4.2 ton

C- a weight compensation factor will be introduced for engine configurations which are not close to the maximum engine limits.

Giving tractors with lower engine points extra weight, as follows:

2.5 t. modified (new: **Light Modified**) max. engine points 42.

- 38-42 eng. points: 0 kg extra weight allowed
- 33-37 eng. points: 100 kg extra weight allowed
- 32 or less eng. points: 200 kg extra weight allowed

3.5 t. modified (new: **Modified**) max. engine points 57.

- 53-57 eng. points: 0 kg extra weight allowed
- 48-52 eng. points: 100 kg extra weight allowed
- 47 or less eng. points: 200 kg extra weight allowed

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4.2 t. modified (new: **Heavy Modified**) max. engine points 76

- No extra weight allowed

Additional rules to this weight compensation:

- All tractors with only automotive V8 engines falling under point 1 B and 1 C in the engine limit system not allowed to add any weight.
- Engine configuration and weight can not be changed during the whole season, except with written permission of the ETPC board.
- Tractors equipped with only naturally aspirated engines receive max. compensation in weight.
- ETPC can change compensation weight / points thresholds and blower overdrive on a yearly basis

2: Diesel Super Stock tractors: allowed 300kg extra weight (max. weight 3800 kg)

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3: Implementation of:

“Defined number of tractors in the final (pull-off) system” in EuroCup events

Background:

For some events local government set a maximum total time or a latest time to finish the event. At events with EuroCup classes the total time of the event is not easy to predict, particularly with the larger number of entries in some classes, using the current 100m full pull + pull off system.

A correct setting of the sled is in the current EuroCup system very important to finish the event according the schedule. If the sled setting in one class does not turn out well, another class will get the negative effects of it, in order to catch up with the schedule.

For 3 years the NTTO runs their National competitions according to the system: “max. 4 finalists in the pull-off” to try and give a better time management of the classes. Also to be able to accommodate more easily potential poor weather conditions and any other challenges with the track condition.

The basics are:

1. The officials and sled crew try to set the sled in such a way that 4 pullers pass the 100m line
2. 1st puller of the class gets a test pull. (The test puller can wait with his decision to re-pull until 2 pulls later and does not have to say yes or no immediately before leaving the track after his pull)
3. All pullers try to pull as far as possible. If they pass the 100m line, they will not get the red flag, but need to pull further. The distance will be measured.
4. If a puller passes the 110m, they will get a FP and the red flag and automatically get a place in the final (pull off)
5. If more than 4 pullers pass the 100m line, the distance after the 100m will be taken in to account. Only the 4 with the largest distance are going to the final (pull-off)
6. The only case where more than 4 pullers get a FP occurs when more than 4 pullers pass the 110m. (This hardly ever happens)

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The advantage of this system is that the time needed for the class is much easier to predict: (The number of pullers in the class + 4 in the pull-off, multiplied by the time per pull). An error in the sled setting does not have a great affect anymore on the overall event timetable.

At the ETPC general meeting the members voted to allow **an option** for this or a similar system to be utilised for this season in the Eurocup events.

ETPC proposes to use a similar system with some small refinements to suit the larger number of tractors in some classes, as follows:

Base rules as per NTTO "4 in the final" system as described above plus:

- Minimum number of tractors in the final (pull off) = 4
- Maximum number in the final to be determined after consultation with the promoter, ETPC head track marshall and ETPC DB latest on the day of the event prior to the class starting
- Promoters will be asked to indicate before the season if they plan to use this option at their event

The anticipation is that should this system be used the target number of finalists will be somewhere between 25-30% of the total starters for the class depending on conditions on the day and available time frame, but in all cases no less than 4 tractors in the final

*****Please note this is only an option that can be used if agreed in combination with the promoter, ETPC Head track marshall and ETPC DB and may be subject to change at the event depending on weather conditions or other factors 'on the day'*****