

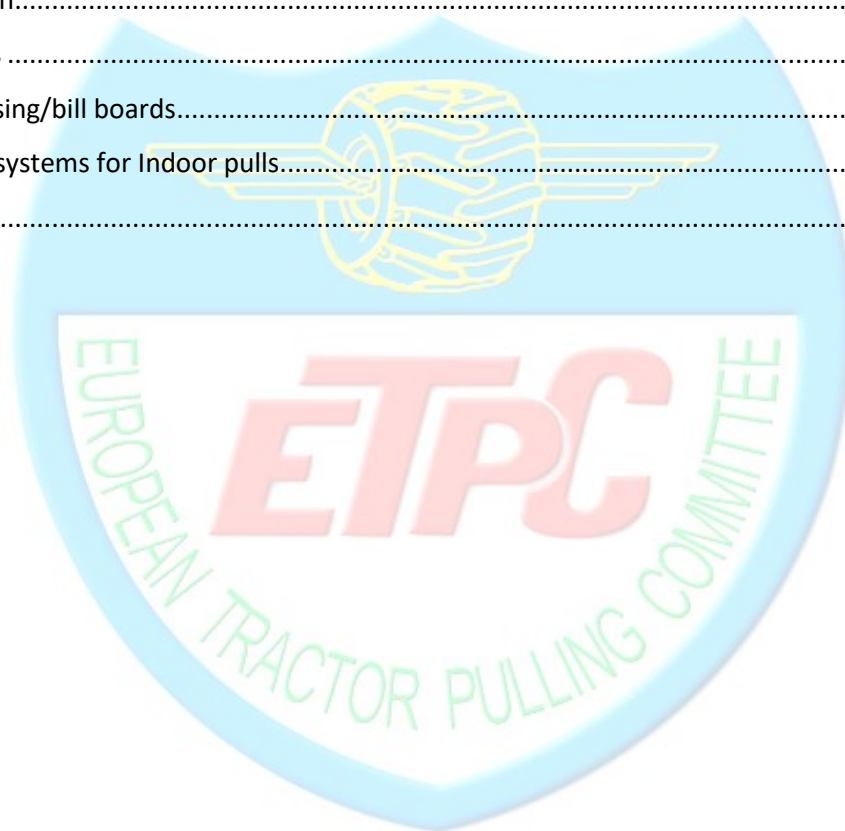
European Tractor Pulling Committee



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TRUCKS – STOCK CLASS

A. Participation

1. Every contestant must read and understand the rules
2. The contestant must be at least 16 years of age, and in possession of a valid driver's licence.
3. The contestant participates to pull at their own risk.
4. The truck must be insured for liability under all circumstances, also for truck pulling. The puller has to sign for this in advance.
5. A truck is allowed to participate one time in a class.
6. A disqualification of one (1) year and ten (10) days will be applied if:
 - a. Fraud with the engine speed
 - b. Not legal use of fluids, gasses, or additives proposed to influence the power of the engine.
 - c. Not legal engine configuration
7. The use of communication equipment between the driver and the helper is not allowed during the pull.
8. After the pulling attempt the truck has to stay in the parc-ferme until an official gives permission to leave this area.
9. The puller should create the possibility to check the engine speed of the truck. The engine speed can be checked at all times (i.e. from entering the weighbridge till the end of the class). If the engine speed test is not possible within 3 minutes, the engine speed is too high, or it is not possible to measure, the truck is disqualified for the day.
10. An ETPC and/or national official is allowed to seal the fuel pump of the truck. From that moment it is not allowed to adjust the fuel pump until the power of the truck is checked. (only valid for Stock class)
11. It is not allowed to change directions quickly during the pull. To be determined by the flagmen.
1. If the ETPC and/or national organisation doubts the legality of any entry, or upon protest by another contestant in that class, contestant in question must verify that 150 units of the truck in question have been registered for road transport in Europe. If less than 150 trucks are build a written approval can be requested at the National organisation.
12. There is no possibility to make a protest upon the jury.
13. Max. speed on the pulling area (except on the track) 5 km/h. Sanction: disqualification for that day.

B. General

1. The truck must be a stock truck for road transport (No special build trucks). The cabin, the chassis and the engine must be of the same brand. This means: a manufacturer must have put this combination on the market for a road transport truck (No special build truck).
2. The truck must be registered in a European country and yearly checked by the national authorities. (only valid for Stock class)
3. The truck must be a 4x2 or 6x2 configuration. The wheelbase of a 6x2 configuration is measured from the centre of the front axle to the centre of the rear (last) axle.
4. Maximum weight: **8.500 kg.**
5. Maximum engine size 18.5 litre.
6. The maximum weight includes driver (if applicable co-driver) and weights.
7. Maximum wheelbase is 3900 mm. Maximum width is 2700 mm (mirrors not included). See Figure 1. There should be enough space between the chassis and the ground to pass the weighbridge in a normal way.
8. The use of air suspension or lifting mechanisms during the pull is not allowed. When the truck has air suspension: system must be closed with ball valve and the lever sealed with a kill switch tie wrap.

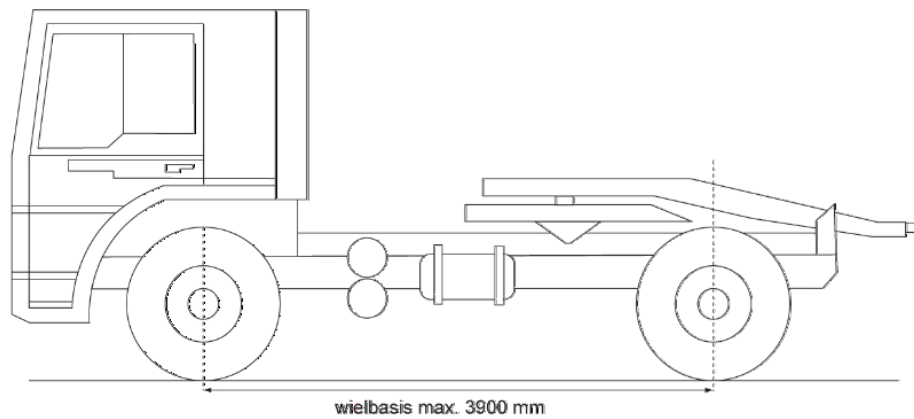


Figure 1 dimensions trucks (4x2); for 6x2: center rear (last) axle

C. Safety

1. Diesel is the only legal fuel. The use of additives containing oxygen, such as nitro methane, propylene oxide, dioaxane, MTBE, alcohol or nitrous oxide, are strictly prohibited. It is prohibited to add or inject other liquids, fuels or gases in or on any part of the truck. Water injection is also not allowed.
2. The fuel tank(s) may contain a maximum total of 150 l of fuel.
3. Dangerous fluids or gases are not allowed anywhere in or on the truck (only diesel in fuel tank).
4. All trucks must have a strong and rigid seat(s) that are able to carry the weight of the person in any direction.
5. The use of at least a 3-point safety belt for driver (and co-driver) is mandatory during the run.
6. No alterations to the cabin that affects safety.
7. A reverse gear safety light system is required on all trucks. A reverse buzzer is advised. The lights (and buzzer) are to be activated by the gearshift lever in such a way that it will be lit only when the vehicle is in reverse.
8. The truck must have service brakes on the driven axle activated by an air system. The truck must also have a parking brake, suitable for the truck.
9. If a hand throttle is used, it must work as a Deadman's throttle. It should work in a forward-rearward direction, shall be closed in the rearmost position, with a return-to-idle spring
10. Electrical systems that have influence on the clutch are not allowed.
11. For Stock class, engine speed is not allowed to be 30% or more over the setting made by the manufacturer with a maximum of 2500 rpm.
12. The original silencer should be used in the exhaust system. Bypass systems are not allowed. When this is not possible the rules for the exhaust systems of the Sport and Super Sport truck classes must be used (exhaust cross) (only valid for Stock class)
13. Tinted windows are not allowed.

D. Tyres

1. Contest open to pulling vehicles with rubber tyres. No tyre studs or chains permitted.
2. Dual tyres are allowed. The two tyres are considered as one tyre.
3. Tyres must be road-use approved. Max. radius: 570 mm. Max. width: 830 mm. Radius to measure from centre of tyre to top. Width to be measured from side to side.
4. No cutting allowed.

E. Stabiliser bars

1. Stabiliser bars as described in point E2 – E7 are highly recommended. If no stabiliser bars are mounted, the flagmen will stop the pull if an unsafe situation occurs.
2. The stabiliser bar must be able to support the weight of the vehicle in the heaviest class pulled.

3. It must be possible to jack up the truck by the stabilizer bars to remove the truck of the track if necessary.
4. The stabiliser bar will extend a minimum of 200 mm behind the tyre. The pads are not allowed to be higher of the ground than the max. height in Figure 2. The stabiliser bar will extend a maximum of 1000 mm behind the centre of the wheel.
5. If the drawbar and stabiliser bars are mounted to the same frame, the stabiliser bars must be connected to the frame min. 100 mm before the connection of the drawbar.
6. Min. distance between the stabiliser bars: 500 mm.
7. Min. surface of a pad: 15.000 mm². Length and/or width min. 100 mm. One pad that makes a connection between the stabiliser bars is allowed.

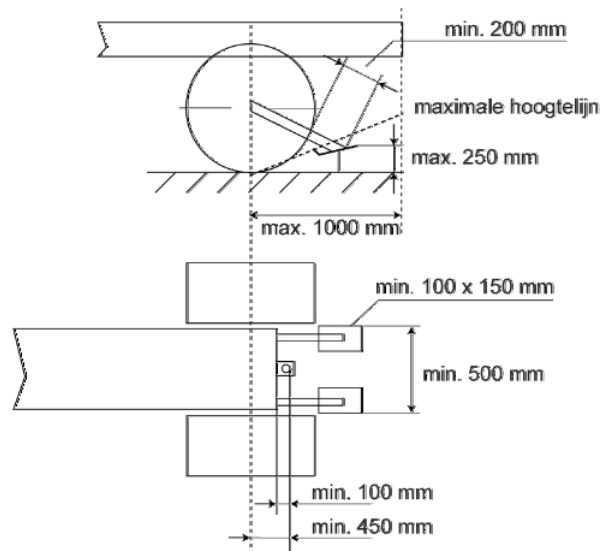


Figure 2 Dimensions stabiliser bars, stock, sport and supersport trucks

F. Drawbar

1. Drawbars must meet the dimensions in Figure 3. Cross section to be minimum of 1.900 mm² total material (steel) at any point.

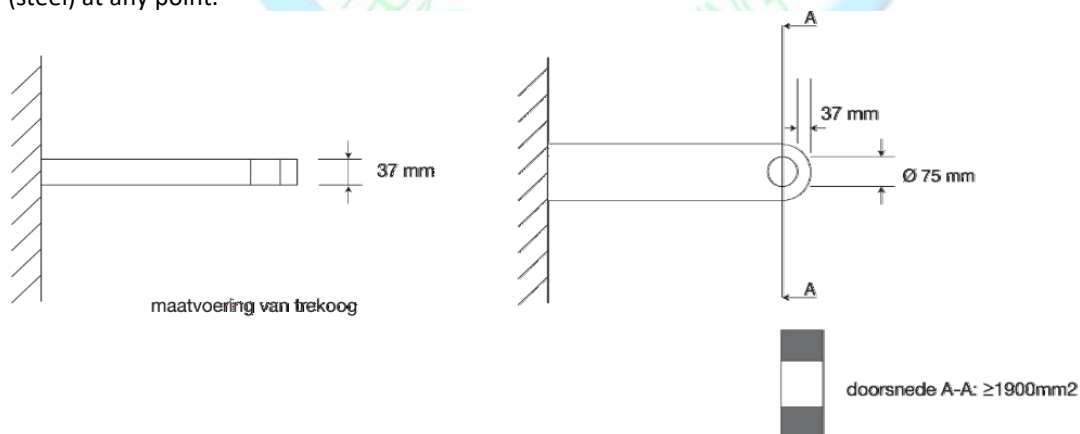


Figure 3 Dimensions drawbar trucks

Dimensions Trucks.

Section A-A	> 1900 mm ²
Dimension B	= 37 mm
Diameter F	= 75 mm

2. No chains or cables permitted as hitch or drawbar.
3. The drawbar must be parallel to the ground with a tolerance of **+/- 10 degrees**.
4. Drawbars must be rigid in all directions
5. An area of 150 mm wide and 300 mm high immediately above the drawbar must be free of all obstructions (including weights, stabilizer bars) for easy hooking and unhooking.
6. Min. distance from centre of rear axle to hitch point: 450 mm
7. Max. distance from rear end truck to hitch point 500 mm.
8. The hitch needs to be connected to the fifth wheel plate with a king pin/semi pin. During the pull the fifth wheel plate needs to be locked.
9. The drawbar must be mounted according Figure 4 and Figure 5.
10. Max. distance hitch point to centre of rear axle: **1.100 mm**.
11. Max. height of hitch point above the ground: **1.100 mm**.

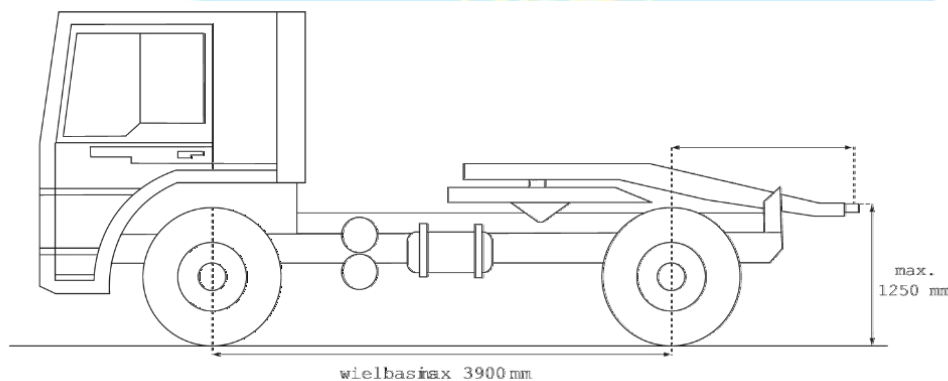


Figure 4 drawbar construction single axle truck

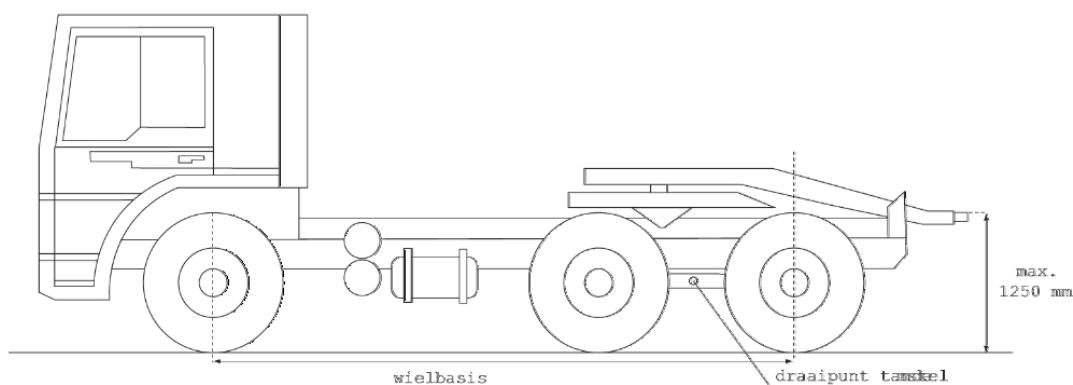


Figure 5 drawbar construction double axle trucks

G. Tow hitch

1. All trucks are required to have a tow-hitch on the front and easily accessible. If possible the original tow-hitch. If the original tow-hitch cannot be used, it should have a round hole of 75 mm diameter, preferably positioned horizontally. A de-mountable tow-hitch needs to be mounted before the start of the pull.
2. Tow hitch needs to be strong enough for pushing or pulling the truck in the heaviest class.
3. The tow hitch and the use of it should be possible at any time.

H. Weights

1. All weights must be securely fastened.
2. The use of movable weights or movable weight carriers is not allowed during the pull. Movable weights or movable weight carriers should be visible locked. Controlling from the cabin is not allowed.
3. Weights may not extend over 100 mm before the max. hitch point. Weights are not allowed extend over the front bumper. The front bumper should remain in the original position.
4. Weights should never cause any danger or trouble to the driver or second driver.

I. Advertising/bill boards

1. Bill boards are allowed, if they do not extend in any direction outside the vehicle and do not interfere the view of the driver. Bill boards should be fixed mounted, except bill boards mounted inside the wheels.

J. Exhaust systems for indoor pulls

1. During indoor pulls trucks must be equipped with demountable (for cleaning purpose) exhaust pipe extension which will discharge all exhaust horizontally rearwards at a point vertically above the hitching device, at a height of 3300 mm from the ground to centre of the extension pipe. Rear 300 mm. of the extension must have a diameter between 160 and 180 mm. and go upwards 15 degrees.
2. On top of the exhaust extension, 250 mm. from the rear a pin must be welded with a hole for a locking clip (for dimensions of exhaust and pin see Figure 6 and Figure 7).
3. Rear end of extension must protrude rearwards a minimum of 300 mm. from rear brace holding extension
4. All exhaust systems used during indoor pulls must be secured. Excessive leakage or exhaust systems that collapse and do not fall off are cause for disqualification, unless caused by smoke collector on the sled

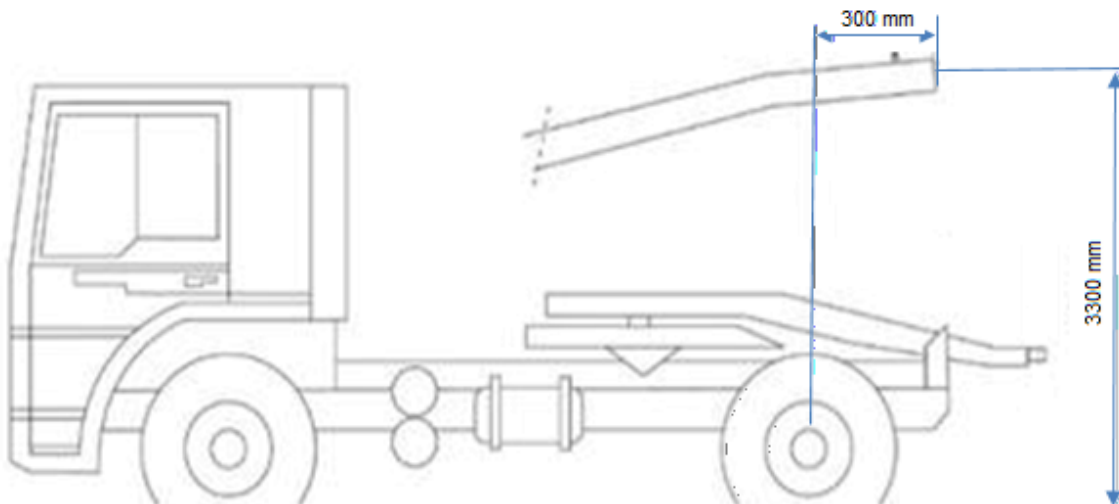


Figure 6 exhaust pipe extension for trucks during indoor pulls

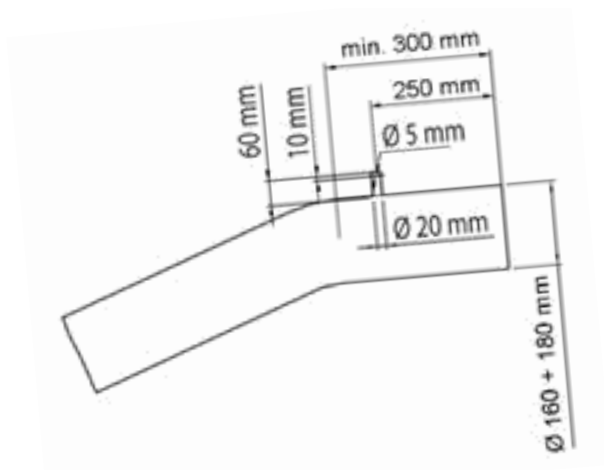


Figure 7 detail end of extension and pin

In cases these truck rules do not provide, applicable rules elsewhere in the EPTC rulebook will be used.



TRUCKS – STOCK CLASS XL

A. Participation

All rules from Stock class Chapter A. Participation is valid.

B. General

All rules from Stock class Chapter B. General are valid, with the following additions

1. Competitor needs to drill two holes of 3.5 mm into two bolts (next to each other) of the sump so it can be sealed if necessary.
2. Stock XL trucks are limited to one (1) pressure stage with max. one (1) turbo charger. The maximum diameter of the exhaust wheel is 92.0 mm (top) and 97 mm (bottom). The maximum diameter of the inlet side of the turbo housing is 81.2 mm. The maximum diameter of the inlet wheel is 80 mm (top) and 133 mm (bottom). Variable turbos are not allowed.
3. Maximum weight: 8.500 kg.
4. Only original OEM (for that type of engine) fuel pump housing is allowed.
5. Only original OEM (for that type of engine) inlet- and exhaust manifolds allowed
6. Only original OEM (for that type of engine) intercooler is allowed, installed on the original place. No additional and / or electrical cooling fans allowed.
7. Driveline (gearbox and driveshaft): only truck components from the same brand, and used in a road registered European truck. These parts must fit without adapter plates, flanges or welding, on the original location. Rear axle: only truck rear axle, used in a road registered European truck (all brands).

C. Safety

All rules from Stock class Chapter C. Safety are valid, with the following additions

1. All tilt cabs must have a safety system to prevent a tilted cab come down in case of a breaking hydraulic hose
2. For Stock XL class, engine speed is not allowed to be over the setting made by the manufacturer with a maximum of 2500 rpm.
3. It must be possible to measure the engine speed at standstill and during the pull, therefore the truck must have a rpm measuring point. The measuring point consists of a National organisation prescribed sensor cable and connection point. These are available through the national Tech and Safety Boards. The connection point needs to be placed 50 mm above the kill-switch. It is not allowed to make any changes to the sensor, cable or connection point.
4. Turbocharger protection: as in ETPC Rulebook Chapter 2. K.2.
5. Restrictor stock class XL:
 - a. All air for the engine needs to be supplied through an air restrictor. An engine must have one (1) restrictor with an inside diameter of maximum 51 mm and a length of 100 mm.
 - b. The maximum distance from the restrictor to the inlet side of the turbo housing is 100 mm. The connection needs to be circular and air-tight.
 - c. It must be possible to check the existence of the prescribed restrictor in less than two (2) minutes
6. Activation kill-switch Stock XL class:
 - a. The kill-switch must be in the rear centre of the truck, (max. of 150 mm off centre in any direction, except in length) above the point of the hook, at a height of min. 530 mm above the point of hook. If an adjustable hitch is used, the kill-switch and rpm measuring points must be adjusted at the same time.

- b. The break-away part of kill switches must have a ring attached with a min. diameter of 50 mm (ring no less than 3 mm cross sectional thickness). The cable from the sled will be attached to this ring. It must be possible to activate the kill-switch from any direction.
- c. Kill switch ring or cable 'ring' must be secured with a nylon tie wrap of 4.8 mm.
- d. The force which is necessary to pull the kill switch must be not more than 10 kg.
- e. Kill switch activation must also be possible by the driver (within easy reach), (closing the fuel shut off and close the air inlet).

7. If the truck is equipped with a vibration damper, this and any shielding thereof must comply with the rules described in chapter 2.19.

D. Tyres

All rules from Stock class Chapter D. Tyres are valid, with the following changes and additions. Chap. 1 and 2 Combinations of different width sizes are permitted, whereby the narrowest tire of the set should have a minimum width of 200 mm. Only road conveyors with a maximum radius of 570 mm and a maximum width of 700 mm may be used. The radius is the distance from the top of the tire to the center of the wheel. The width is the distance between the widest parts of the wheel. The profile of the tires may not be cut and/or beveled. The tires must have a straight and flat tread without bevelled lugs. Tires whose profile is originally beveled are not allowed. Retreaded tires are permitted provided they comply with the above.

E. Stabiliser bars

All rules from Stock class Chapter E Stabiliser bars are valid, with the following changes and additions: Stabiliser bars are mandatory.

F. Drawbar

1. Drawbars to be minimum of 1.900 mm² total material (steel) at any point.

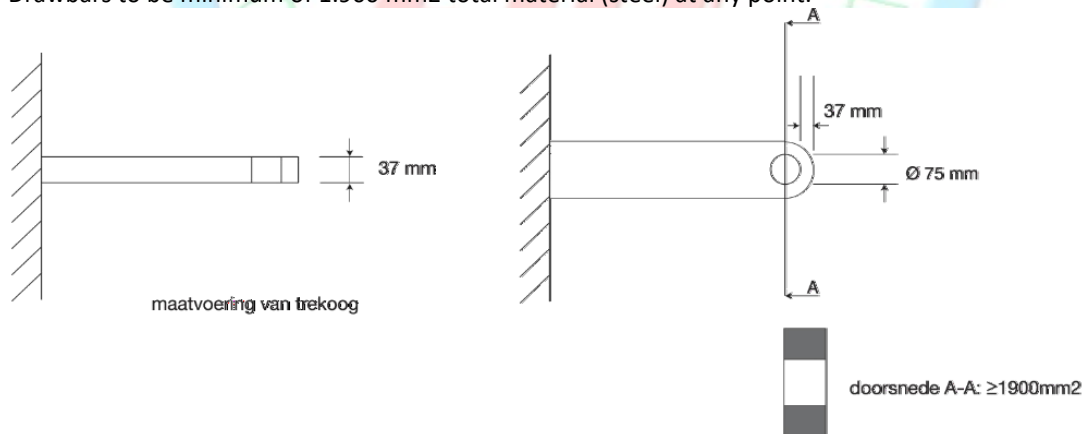


Figure 8 Dimensions drawbar trucks

Dimensions Trucks.

Section A-A	> 1900 mm ²
Dimension B	= 37 mm
Diameter F	= 75 mm

2. No chains or cables permitted as hitch or drawbar.
3. The drawbar must be parallel to the ground with a tolerance of +/- 10 degrees.
4. Drawbars must be rigid in all directions

5. An area of 150 mm wide and 300 mm high immediately above the drawbar must be free of all obstructions (including weights, stabiliser bars) for easy hooking and unhooking.
6. Hook point must be minimum 20% of wheelbase behind centre of the rear axle.
7. Max. distance from rear end truck to hitch point 500 mm.
8. The truck must have a visible fifth wheel. **Minimum 400 mm and maximum 1000 mm from rear axle.**
9. Max. distance hitch point to centre of rear axle: **1.100 mm.**
10. Max. height of hitch point above the ground: **1.250 mm.**

G. Tow hitch

All rules from Stock class Chapter G. Tow hitch are valid

H. Weights

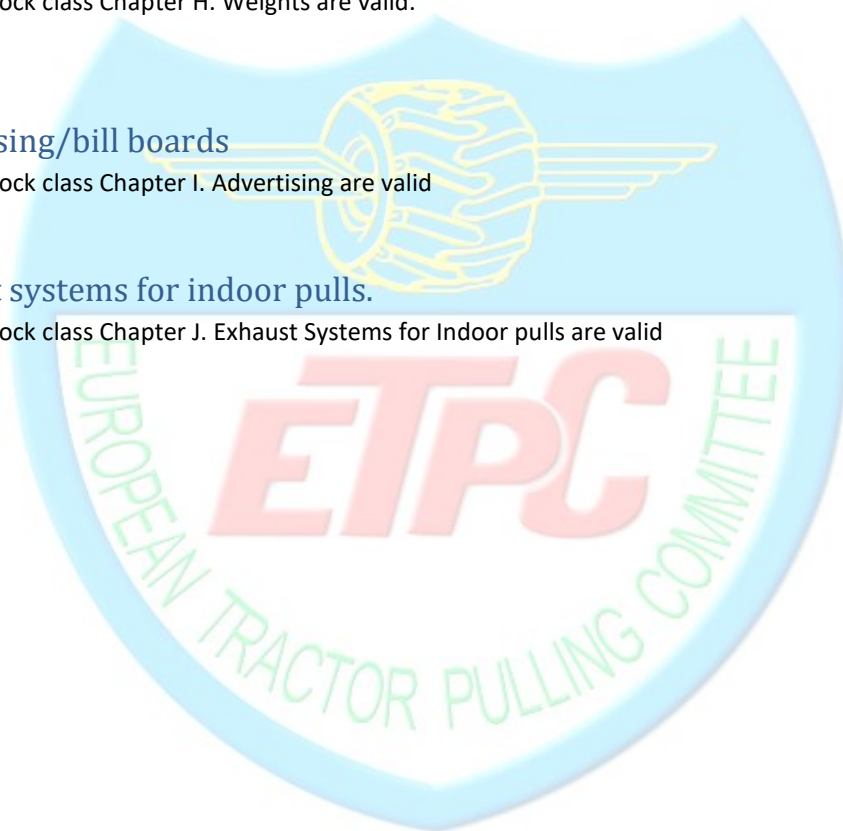
All rules from Stock class Chapter H. Weights are valid.

I. Advertising/bill boards

All rules from Stock class Chapter I. Advertising are valid

J. Exhaust systems for indoor pulls.

All rules from Stock class Chapter J. Exhaust Systems for Indoor pulls are valid



TRUCKS – SPORT CLASS

A. Participation

All rules from Stock class XL Chapter A. Participation are valid

B. General

All rules from Stock class **XL** Chapter B. General are valid, with the following changes and additions

1. Maximum weight: 8.500 kg. The maximum weight includes driver (if applicable also co-driver) and weights.
2. The truck must have had a registration in Europe for road transport. Trucks from other countries are only allowed after written approval of the ETPC and/or National organisation.
3. The truck must be a 4x2 configuration.
4. The engine, max. one (1), the cylinder head and the valve cover, must be original on the outside, must have the original dimensions and be mounted on the original position. The engine must be used by the manufacturer in trucks for road transport in Europe. (Not for special built trucks).
5. Conversion from 4-stroke into 2-stroke is prohibited.
6. Downsizing allowed, maximum 20 percent.
7. Max. four (4) valves per cylinder. Only heads that are used by the manufacturer for the engine block are allowed. Length, width and height must be OEM and the OEM valve cover, the OEM manifolds must be used and mounted on the original position. No extra openings in the manifolds are allowed.
8. Only the original fuel pump housing is allowed and must be one of the following: P3000 series, P5000 series or P7000 series. As a replacement a fuel pump of the P8000 series may be used, up to a maximum of the P8600. Max distances of the plungers: 38 mm (centre tot centre), not applicable for the two plungers in the middle. The number of nozzles of common-rail injectors per cylinders, must be equal to the original engine.
9. Sport trucks are limited to one (1) pressure stage with max. two (2) turbo chargers. The maximum diameter of the inlet wheel is 127 mm (5 inch). The maximum diameter of the inlet side of the turbo housing is 128,8 mm. The maximum diameter of the outlet wheel of the turbocharger (bottom diameter) is 132,1 mm (5,2 inch). The max. diameter of the outlet side of the turbo housing is 134,1 mm. Only 2-stroke engines that are original manufactured with a blower and need to have a blower to function well are allowed to use the OEM blower.
10. The inlet manifold must be OEM and original for that engine. Both the turbo(s) and the inlet and outlet manifold must need to have the original flange dimensions. **The maximum length of the inlet pipe from the turbo inlet housing to the intercooler is 3500 mmm measured across the neutral bend line. The maximum outer diameter is 102 mm. The pipe from the intercooler to the intake manifold must run via the shortest possible route, the maximum diameter is 102 mm.**
11. The outlet manifold must be OEM and original for that engine. If the original silencer is not used, the exhaust pipe needs to be mounted vertical with a tolerance of 10 degrees. Rain caps and megaphone exhaust pipes are not allowed.
12. For the cooling of air only an air-to-air intercooler is allowed. The intercooler must be mounted in the original position. The max. sizes of the cooling block of the intercooler are 1000x1000x75 mm. **(max 75 liters)**
13. A spacer between the engine and the clutch housing is allowed if it can be installed without additional machining, max. thickness 35 mm. An aluminium spacer cannot be part of the clutch protection.
14. For the driveline, consisting of gearbox and driving axle, only truck components of the used brand, approved for European road transport, are allowed. All the parts must fit, without spacers, flanges or welded parts and must be mounted on the original position. For the rear axle, only parts that are approved for European road transport, are allowed.
15. The rear axle must be locked to the chassis to prevent changing the hight of the hitch during the pull. Hydraulic or pneumatic suspension systems must be disabled by a valve. The valve must be secured by an official with a tie-wrap.

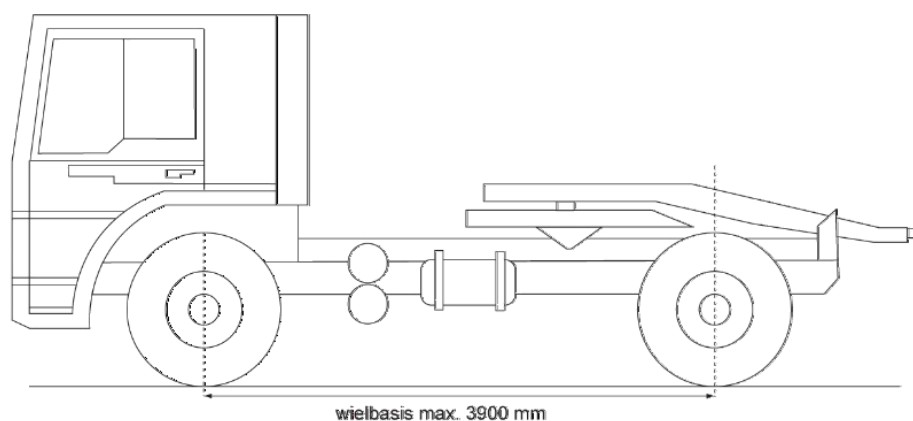


Figure 9 Dimension trucks (4x2)

C. Safety

All rules from Stock class **XL** Chapter C. Safety are valid, with following changes and additions:

1. The seat suspension system must be blocked.
2. All tilt cabs must have a safety system to prevent a tilted cab come down in case of a breaking hydraulic hose.
3. A reverse gear safety light system is required on all trucks, this must be in white colour and have a min. diameter of 50 mm. A reverse buzzer is advised. The lights (and buzzer) are to be activated by the gearshift lever in such a way that it will be lit only when the vehicle is in reverse. The same light must be mounted in the cabin in sight of the driver.
4. For Sport class, engine speed is a maximum of 2700 rpm. It must be possible to measure the engine speed while standing still and during the pulling attempt. For this purpose, the truck must be equipped with a speed measuring point. The measuring point must consist of a sensor prescribed by the national organisation of your country. The tractor must be equipped with 2 speed measuring points. The first measuring point consists of 1 reflection sticker on the flywheel or crankshaft pulley. The surface of the flywheel or crankshaft pulley must be matte black. The second measuring point must consist of a sensor with cabling and connection point. In order for the sensor to be detected, 1 bulge must be made at the crankshaft pulley or the flywheel, with the sensor can always detect when this bulge passes by. This bulge must be at least 15 mm high and at least as wide as the head of the sensor. The top of this bulge must be smooth and flat. The head of the sensor must be mounted a maximum of 5 mm from the bulge. The sensor must be connected to a 3-pin Cobo built-in plug housing with an uninterrupted cable. The connection point must be located 50 mm above the emergency stop control. It is not permitted to make changes to the prescribed sensor, cabling and connection point. To be able to check the composition of the fuel, there must be a sampling point on the truck in the fuel supply line directly before the fuel pump or in the fuel return line immediately after the fuel pump. Filling a five (5) liter jug should be easy.
5. All pulling vehicles must have a neutral gear. Sport and Super Sport trucks must be equipped with a starter interrupter switch on the gearshift, which will allow starter engagement only in neutral gearshift position.
6. Sport Class Trucks are required to have a sample point for fuel sampling as close to the pump as possible. Sampling five (5) litres must be easy.
7. Turbocharger protection: as in ETPC Rulebook Chapter 2. K.2.
8. Restrictor sport class:
 - a. All air for the engine needs to be supplied through an air restrictor with a kill-switch. An engine with one (1) turbo must have one (1) restrictor with an inside diameter of max. 74 mm and a length of 100 mm. An engine with two (2) turbos must have two (2) restrictors with an inside diameter of 53 mm and a length of 100 mm. Only restrictors provided through the national organisations and equipped with a kill-switch are allowed. It is not allowed to do any alternations to the restrictor and kill-switch.

- b. The maximum distance from the restrictor to the inlet side of the turbo housing is 100 mm. The connection needs to be circular and air-tight.
 - c. It must be possible to check the existence of the prescribed restrictor in less than two (2) minutes.
9. Activation kill-switch sport class:
- a. The kill-switch must be in the rear centre of the truck, (max. of 150 mm off centre in any direction, except in length) above the point of the hook, at a height of min. 530 mm above the point of hook. If an adjustable hitch is used, the kill-switch and rpm measuring points must be adjusted at the same time.
 - b. The break-away part of kill switches must have a ring attached with a min. diameter of 50 mm (ring no less than 3 mm cross sectional thickness). The cable from the sled will be attached to this ring. It must be possible to activate the kill-switch from any direction.
 - c. Kill switch ring or cable 'ring' must be secured with a nylon tie wrap of 4,8 mm.
 - d. The force which is necessary to pull the kill switch must be not more than 10 kg.
10. It must be possible to shut down the air intake and fuel supply from the driver's seat (it is allowed to use the valve of the fuel pump for this purpose)
11. Sport trucks are required to have an ETPC approved flywheel and pressure plate (see Chapter 2 D.4 and D.9) or an OEM clutch housing under the following conditions:
- a. Clutch protection from bottom chassis beam to bottom chassis beam as close to the clutch housing/ gearbox as possible
 - b. This protection must be min. an 8 mm steel plate. The shielding needs to extend min. 30 mm before the flywheel housing and 30 mm after the pressure bearing.
 - c. The protection must be securely fastened to the chassis with min. three (3) M12 grade 8.8 bolts on each side, or welded completely to the chassis.
 - d. A two piece shielding is allowed. This must be connected with min three (3) M12 grade 8.8 bolts.
 - e. Around every bolt hole there must be min. 1 x bolt diameter material.
 - f. Any alterations on these rules must have written approval of National T&S board.
12. Drive shafts must be fitted with two (2) safety loops made out of 8 mm steel and a width of 35 mm, or at least two (2) steel nooses with a section of 12 mm. One safety loop or noose on each drive shaft part. Safety loops and nooses to be securely connected to the frame.
13. Universal joints on drive shafts must be shrouded 360 degrees with 8 mm steel or 10 mm aluminium. The shielding must be 250 mm long and connected with min. 2 M12 bolts or 3 M10 bolts, grade 8.8.
14. A 4- or 5-point safety belt is highly recommended.
15. An approved fire extinguisher of at least 2 kg is mandatory and must be mounted in the cabin, directly accessible to the driver.
16. Driver and co-driver need to wear fire retardant clothing and proper shoes.
17. If the truck is equipped with a vibration damper, this and any shielding thereof must comply with the rules described in chapter 2.19.

D. Tyres

All rules from Stock class **XL** Chapter D. Tyres are valid, with the following change:
Cutting of tyres is allowed.

E. Stabiliser bars

All rules from Stock class Chapter E. Stabilizer Bars are valid, with the following changes and additions:

1. Stabiliser bars are mandatory.

F. Drawbar

All rules from Stock class XL Chapter F. Drawbar are valid.

G. Tow hitch

All rules from Stock class Chapter G. Tow hitch are valid

RPM Control

3-Pole socket (DIN 9680, Cobo no 25038100 Jaeger nr 151130 Hella No.8JB 001 933-011 The wire connection to the socket is :

Brown = +

Blue = -

Black = sensor Signal

The magnetic sensor (e.g.Pepperl & Fuchs No. NBB4-12GM30-E2-V1)

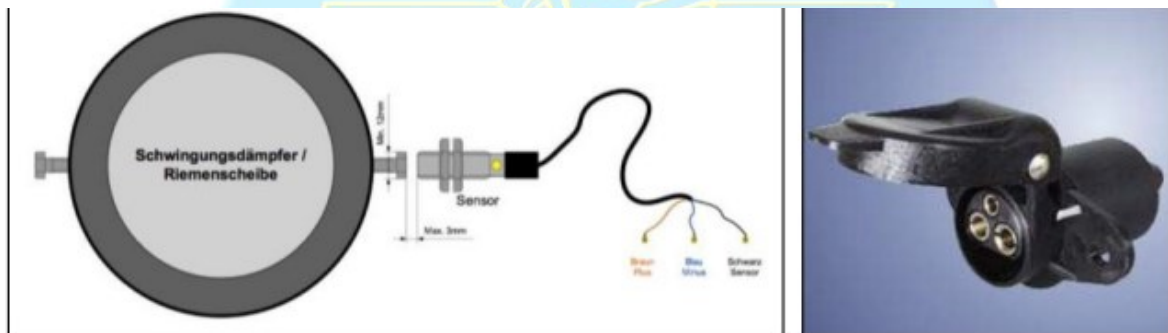


Figure 11

H. Weights

All rules from Stock class XL Chapter H. Weights are valid, with the following changes and additions:
Weights may not extend over 1150 mm behind the rear axle centre.

I. Advertising/bill boards

All rules from Stock class Chapter I. Advertising are valid

J. Exhaust systems for Indoor pulls.

All rules from Stock class Chapter J. Exhaust systems for Indoor pulls are valid

TRUCKS – SUPER SPORT CLASS

A. Participation

All rules from Stock class XL Chapter A. Participation are valid

B. General

All rules from Sport class Chapter B. General are valid, with the following changes and additions **maximum weight 8000 kg. The use of a calibration truck is possible. Re-litering is not permitted.**

1. The use of any sump is allowed, if the OEM sump can still be mounted. The use of girdle plate is allowed.
2. Any fuel pump is allowed. The number must be equal to original for the type of engine. Type of nozzles or common rail fuel injectors is free. The number of nozzles of common-rail injectors per cylinders, must be equal to the original engine.
3. Water injection not allowed. Turbo cooling allowed with the following restrictions:
 - a. Maximum one (1) nozzle for each turbo, only H₂O no additives.
 - b. Only Reservoirs provided through the National Organisation are allowed.
 - c. Pressurized only by turbo, no pumps allowed.
4. Super Sport trucks are limited to one (1) pressure stage with max. two (2) turbo chargers.
 - a. Charging with one (1) turbo: The maximum diameter of the inlet wheel is 127 mm (5 inch). Inlet housing 128,8 mm. The maximum diameter of the exhaust wheel of the turbocharger is 132,1 mm (5,2 inch). The max. diameter of the outlet side of the turbo housing is 134,1 mm.
 - b. Charging with two (2) turbo's in one (1) pressure stage: Max measurement of a Holset HX 82 or turbine wheel equal to this. Max diameter of exhaust wheel is 112 mm, max bottom diameter of exhaust wheel is 129 mm. Max diameter of exhaust housing outlet is 114 mm.
 - c. Only 2-stroke engines that are original manufactured with a blower and need to have a blower to function well are allowed to use the OEM blower.
 - d. There must be a possibility (according Figure 10) to seal the turbo by a National official.

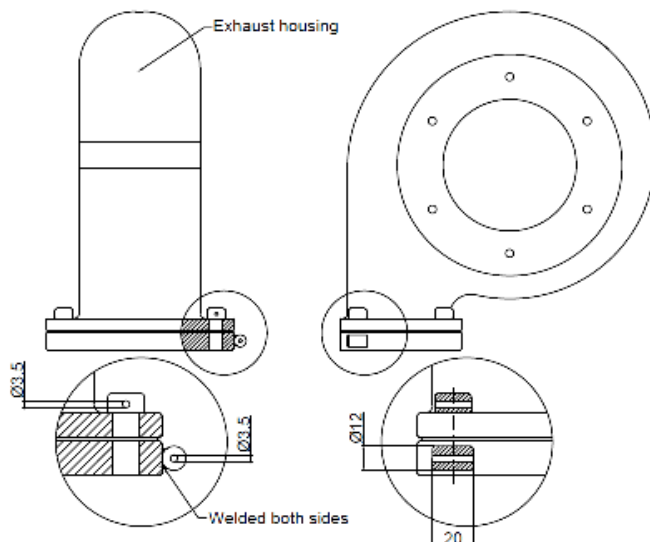


Figure 10 Turbo sealing

5. The inlet manifold has no restrictions.
6. The outlet manifold has no restriction. The exhaust pipe needs to be mounted vertical with a tolerance of 10 degrees. Rain caps and megaphone exhaust pipes are not allowed.

7. Intercoolers are allowed.

8. A homemade gearbox is permitted. When using a non-original gearbox, bellhousing is mandatory. This bellhousing can not be constructed of cast steel, titanium or aluminum. The whole must meet the following specifications :

a. The bellhousing must extend beyond the rear of the flywheel. Only if this is not technically possible, the self-chosen solution must have written approval from the National organisation of your country. The participant must always have this written approval with him and must be able to show it upon request.

b. The bellhousing must be made of at least 10 mm thick steel. The tube in the plane of rotation of the coupling and flywheel must be seamless and smooth on the inside.

c. The mounting of the bellhousing to the engine (clutch housing) must be carried out with at least 12 bolts of at least M10 class 10.9. There must be material equal to 1x the diameter around the bolt hole.

d. Any spaces between the bell and the gearbox must be protected as described in chapter 2.G.

e. The release bearing must be operated on the outside of the bellhousing.

f. The total length of the bellhousing and the gearbox should not exceed 110 cm. This concerns the distance from the contact surface of the original gearbox to the rear of the gearbox.

g. The bellhousing may have 2 ventilation holes of max 25 mm. These holes should be located at the bottom and rear and not in the plane of rotation. And must be located at least 50 mm from the outer diameter of the bellhousing.

h. The total weight of the gearbox and bellhousing must be at least 325 kg. With a lower weight, it will be mandatory in 2024 and 2025 to install additional weight in the immediate vicinity of the gearbox so that the total weight of the gearbox, bellhousing and weights amounts to 325 kg. These additional weights with a special color and stamp should be applied in consultation with the tech & safety.

C. Safety

All rules from Stock class **sport** Chapter C. Safety are valid with following changes and additions.

1. Wearing at least a three-point seat belt for driving driver and co-driver during the pulling attempt is mandatory. A four – or five – point safety belt is recommended quick release closure.

a. The truck must be equipped with working brakes on the drive wheels. In addition, a working parking brake must be present and the front wheels must be braked. If separate brakes are used, the front wheel brakes may be disengaged during the run by means of a dead-man throttle. At all other times when driving, the front wheel brakes must be engaged by means of the dead-man throttle.

b. All vehicles must be equipped with a “neutral” gear. All vehicles must be equipped with an immobilizer that makes it impossible to start the vehicle when it is in gear.

c. A dead man’s throttle lever must be used which works in such a way that with more gas the lever must be pushed forward and pulled back by a spring.

d. Electrical systems that effect the coupling are not permitted.

2. Max. engine speed 2.900 rpm

3. Kill-switch Super Sport class:

a. A kill-switch is mandatory. The kill-switch must activate the air shut-off. A cable may be used for this purpose, but the flaps must have a spring-loaded closing mechanism. A system to be deemed

acceptable must at least prevent building of rpm. A hole with a maximum diameter of 25 mm in the flap is allowed.

- b. If an electric kill switch system is used, the solenoids that hold the flaps up must have positive (+) connection. Ground of the solenoid must go through the kill switch. Use of solenoids or electric motors that need voltage in order to activate the flaps is not allowed. Also, systems that need air pressure to activate the kill switch are not permitted.
4. No restrictor mandatory
5. The drive axle of the truck must be equipped with at least two (2) safety rings, made of 8 mm tick steel with a width of 35 mm or at least two (2) steel with a diameter of at least 12 mm. A safety ring or strap must be mounted on each drive shaft part. Safety rings or slings must be properly mounted on the chassis.
6. Universal joints must be shielded 360 degrees in their plane of rotation with 8 mm steel or 10 mm aluminum. The shielding must be 250 mm long and must be secured with at least 2 M12 bolts or at least 3 M10 bolts, class 8.8.
7. A fire extinguisher of at least 2 kg is mandatory and must be properly secured in the cabin within easy reach of the driver.
8. The driver and co-driver must wear fire-retardant clothing and proper footwear during the pulling attempt.
9. Blinded windows are not permitted.
10. If the truck is equipped with a vibration damper, this and any shielding thereof must comply with the rules described in Chapter 2.19.

D. Tyres

1. Contest open to pulling vehicles with rubber tyres. No tyre studs or chains permitted.
2. Dual tyres are allowed. The two tyres are considered as one tire.
3. All tyres are allowed. Max. radius: 700 mm. Max. width: 830 mm. Radius to measure from centre of tyre to top. Width to be measured from side to side.

E. Stabiliser bars

All rules from Stock class XL Chapter E. Stabiliser Bars are valid with following changes:
Stabiliser bars are mandatory for Sport and Super Sport trucks.

F. Drawbar

All rules from Stock class XL Chapter F. Drawbar are valid with the following changes:

Max. height of hitch point above the ground: 1.100 mm.

G. Tow hitch

All rules from Stock class Chapter G. Tow hitch are valid

H. Weights

All rules from Stock class XL Chapter H. Weights are valid

I. Advertising/bill boards

All rules from Stock class Chapter I. Advertising are valid

J. Exhaust systems for Indoor pulls.

All rules from Stock class Chapter J. Exhaust systems for Indoor pulls are valid

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