European Tractor Pulling Committee

Tech and Safety Board

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ETPC info for season 2015

After the ETPC fall meeting in Bouconville and the voting list 2014-12 .Hereby important rule changes- and updates concerning pulling season 2015.

1-After the Bouconville meeting 2014 a lot of reactions concerning the new weight system came loose.

- Some heavy/super Modified teams from different country's announced that they have to stop their pulling activities because of the new weight system.
Those heavy/super modified teams cannot fulfill the new rules, next season.
ETPC don't want to loose tractors because of this new weight system.

Therefor ETPC decided to run the heavy/super modified class with a weight of 4200 kg plus the weight compensation system .(possible max. weight is 4600kg) for the 2015 season.

ETPC voted in favor for the new system and wish to go to further with the new system, this means that in the Ahoy meeting (2015) should be discussed how to continue in the future with the weight system.

2- As agreed in the fall-meeting.(Bouconville)
- For a safer and quicker towing of pulling vehicles, lift the front of tractor with a tow-bar:

Tow hitch must be strong enough to lift the front of the tractor, during towing driver (or helper with driver's license) must be seated. Tow hitch must be at least 80 mm. above the ground.

3- As agreed in the fall-meeting (Bouconville)
- To allow 2 engines max.10650cc. with a multi charged system on alcohol fuel in the (3500) modified class

Chapter 12 Engine Limits :Engine points of D 5 is changed in 28 points (was 30 points)

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4- Update turbo protection (also for modified tractors)

Chapter 2: (page 36)
R. Supercharger/turbocharger

1. All turbochargers must be completely shrouded (360 degrees), except for inlet- and exhaust pipes with min. 2 mm steel. The shielding must ensure that no wheels or other parts of the turbo can come out in case of a turbo explosion.
   - The shielding must be mounted as close as possible to the turbo, at min. four (4) points with min. 8mm. fasteners.
   - Hood construction or grille can not be part of the shielding.
   - For Super Stock and Pro Stock tractors, open bottom (max. 90 degrees) of the shielding is allowed under the following conditions:
     - Must have a completely closed hood construction.
     - Turbo shielding must extend at least 50 mm below the bottom of the turbo.
     - Exhaust-pipe thickness must be min. 1.5 mm from turbo to vertical part of exhaust pipe and securely mounted to the turbocharger outlet flange

Turbo exhaust protection:

All turbocharged diesel engines must have an additional cross as close as possible to turbo.
Cross must be made from 2 M12 bolts grade 8.8 or better.
Bolts to be installed 90 degrees to each other, within max. 20mm. of each other.
In case of a multiple turbo tractor only the last turbo(s) must have the additional cross.
In case the cross must be placed farther away from the turbo, wall thickness of exhaust-pipe between turbo and cross must be min. 4 mm.
At all turbo charged diesel engines the exhaust pipe must have 2 additional connestions to the turbo / turbo protection or frame with min. 2 pieces of flat steel min. 25x5 mm. to prevent the pipe coming loose from the turbo.

Turbo inlet protection: A and B:

- Inlet protection A:
  All turbocharged diesel engines must have an inlet protection to prevent turbo inletwheel or other parts from coming out.
  Protection A must consist of:
  - Steel turbo air intake cage min.2 mm. thick, having openings no larger than 5 cm2.
  - Around this openings there must be minimum 3 mm. steel.
  - The air intake cage must be mounted as an extension of the turbo protection, securely mounted to the turbo protection with min.4 8mm. fasteners.
  - In addition, further mounting points can be used on the engine or frame with min. 8mm. fasteners.

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- Intake cage to be seen as a screentube fully closed except the inlet side, open inlet side mounted to excisting turbo protection. (see drawing A)

- Inlet protection B:
To contain the smaller particles in the event of a turbo failure, protection B.
Protection B must consist of:
-An addiional fine screen (min 2mm. thick steel or aluminium) around the above mentioned protection A, with openings no larger than 10mm.

Protection B can be left out under the following conditions:
-When the cage of protection A is having openings no larger than 10mm. instead of the 5cm2.
-When protection a is inside a fully closed engine hood that contains the smaller particles.
Any openings or plastic grille etc. Must be closed with a min 2mm. thick steel or aluminium screen having openings no larger than 10mm.

Tractors with a fully closed steel (min.2mm. thick) or aluminum (min 3mm. thick) hood are allowed to use this hood as inlet protection.(any openings or plastic grill etc. must be closed with a min. 2mm. thick steel/aluminum screen having openings no larger than 10 mm.) Hood must have solid connection to the frame, to prevent opening by explosion.

FITP inlet protection allowed as turbo inlet protection. (See drawing B)

5- (agreed by voting-list)
-Per season 2015 ETPC will allow GTL fuel as fuel for diesel engines. (GTL stands for GAS TO LIQUID) a liquid fuel made from natural gas.

GTL is tested in tractor-pulling during last season and can be tested with the ETPC fuel tester.

Advantage GTL compared to diesel fuel:
- more environment friendly than conventional diesel fuel: burns cleaner and therefore produces fewer local emissions (as particulate matter, nitrogen, oxides, sulfer oxides Sox and also less visible smoke)
- free of sulfer and aromatics.
- clear as water

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- virtually odorless
- high cetane number (75-80)
- non toxic
- biodegradable
- can directly be used in all diesel engines

6- (agreed by voting-list)
During season 2015 ETPC will allow 2 Allison 1710 engines in the light modified class under strict conditions. (this is a try out for one season)

- allowed under the following conditions: must use the OEM supercharger in the lowest gear (8.1-1)
must use OEM turbine wheel
after the season evaluation and decision by ETPC board

7- (agreed by voting list)
During a test pull, a blue sign (flag or light) is visible. If sled is set the blue sign is taken away.

This is to bring more transparency for pulling teams and spectators, make visible if sled is in test-pull mode.

On behalf of the ETPC T&S board,

Peter de Wit

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