



ETPC Sledge Rule Book

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Table of Contents

Sledge Definition.....	Page 3
Axles.....	Page 4
Pans/Chains.....	Page 4
Pan Lift/Holdup Device.....	Page 5
Drive train.....	Page 6
Weight box & Weights.....	Page 6
Rails.....	Page 7
Emergency systems.....	Page 7
Safety.....	Page 8
General rules.....	Page 8
Sledge levels.....	Page 9
Sledge licensing procedures.....	Page 10
License fee.....	Page 12
Documentation.....	Page 12
Fines and Penalties.....	Page 13

ETPC has written this Sledge Rule Book to define safety, design and operational requirements for weight transfer sledges used at ETPC sanctioned events.

Sledge Definition:

A weight transfer sledge is a machine that can move a given amount of weight from a relatively ground friction free area and transfer that weight to a ground friction area consistently over a given length of pulling surface.

Sledge Size Definition:

Weight transfer sledges certified by ETPC will be categorised into three divisions based on size and weight transfer capacity.

Big Sledge:

A sledge certified and licensed in this category is capable of controlling all classes of pulling except Mini and Garden Pulling divisions.

Mini Sledge:

A sled certified and licensed in this category is capable of controlling the Mini division.

Garden Pulling sledge:

A sled certified and licensed in this category is capable of controlling the Garden Pulling division.

Type of Sledge:

The only type of weight transfer machine certified by ETPC for use at ETPC sanctioned events is a **Downhill** weight transfer type sledge where a weight box starts at the rear of the frame rails over the axles and travels forward towards the pan (friction device) as it is pulled down the track. All rules found in this ETPC Weight Transfer Sledge Rule Book are applicable to this type of weight transfer machine.

When Sledge Team and/or operators are not working according to the rule book or they do not comply with the safety rules, sledge and team have the risk that they get a fine or any other penalty. Described in chapter 14.

Rules:

1. Axles:

- A.** Tandem axle configuration is required on all big sledges licensed GOLD. Sledges licensed STANDARD, BRONZE and SILVER are allowed to use a single axle, tandem axles allowed for STANDARD, MINI and GARDEN Pulling sleds.
- B.** Drive axle for the weight box must be locked in the same fixed position (front to rear and distance from rails) for duration of the competition class.
- C.** Box drive axle must retain adequate down force from rails so wheels cannot skid or slip.
- D.** For all big, mini and garden pulling sledges the brakes on the drive axle must be fail safe (for example spring chamber brakes). The brakes must be able to lock the wheels when the sledge is not loaded with weight with the weight box in the rear position.
- E.** If the Kill switch is applied the axle brakes have to be applied together with the box brakes and the drive line brake (mandatory for a Big and Mini sledges).
- F.** All big and mini sledges have to use axles and brakes legal for use in trucks, for that weight a certain sledge is delivering to the axles when the sledge is loaded with the maximum weight, in the country where the sledge is registered.

2. Pans / Chains:

- A.** Pan must be constructed rigidly. No flexing allowed with maximum weights in the box, box in the furthest forward position and push down device applied. Pan should be constructed in a way that the track material stays as long as possible under the pan (banana shape pan). Pan dimensions on all weight transfer machines should approximate to the length and width dimensions of the largest vehicle that pulls the sledge – bigger pans are allowed. For GP sledges: the minimum width must be 160cm. The minimum length must be 180 cm of the uprising plain.
- B.** The maximum weight on the pan at the starting line can be no more than 125% of the weight of the class being pulled. The pan weight must be within 50-125%.
- C.** Sledge must be mounted to the pan using an attachment, which allows the pan to pivot up and down to follow ground altitude and prevent bouncing. Sledges for all levels of ETPC pulling are allowed to use a 5th wheel type attachment which also enables the pan pivoting from side to side limited to a maximum of 15 degrees for big sledges and maximum of 10 degrees for mini and garden pulling sledges.
- D.** Pan drawbar must be manufactured as strong as drawbars of pulling vehicles. The minimum diameter of any pin is 25mm and 16mm for garden pulling sledges.
- E.** Drawbar chain with hook must be a single chain design. The drawbar pin hole must be a minimum of 25mm (or 1 inch) in thickness and a maximum of 50mm above the ground.
- F.** The pin hole for the chain has to be located at the front edge of the pan, as close as possible to the pan. The pin for the chain has to be parallel to the ground.
- G.** For all chains on mini sledges it's mandatory to have a special anti-unhooking system device on them.
- H.** Drawbar chain length on all big sledges must be 1170mm (or 46 inch) long plus or minus 20mm (or ¾ inch) with hook connectors and the chain diameter is to be minimum 22mm (or 7/8 inch) grade 8 items.
- I.** Drawbar chain length on big sledges for trucks must be 1170mm + an extra chain with a length of 1150mm plus or minus 20mm with hook, connectors and chain. To be minimum 22mm (or 7/8 inch) Grade 8 items. Or 1 long chain from 2320mm (Truck chain also has to be checked yearly).
- J.** Drawbar length on all mini and garden pulling sledges has to be 920mm (or 36 inch) plus or minus 12,5mm (or ½ inch) and all hooks, connectors and chain has to be a minimum thickness of 12,5mm (or ½ inch) grade 8 items for mini sledges. And a thickness of 10mm for garden pulling sledges.
- K.** Drawbar length is measured from centre of sledge drawbar pin hole to inside of the hook when the chain is tight.
- L.** Any grinding, drilling or welding on any chain, chain connector or hook is strictly forbidden.
- M.** Steer chains connection to buckboard to the pull chain are mandatory on all sledges.

N. Chains attached to pan and buck-board to be 305 mm (or 12 inch) plus or minus 20 mm on each side of pan drawbar at the same height from the ground as pan drawbar. Chains to tie onto main pull chain 432 mm or 453 mm (or 17 inch or 18 inch) ahead of first pivot point (pin or hammer link) clamp to or bolt through main chain. Steer chains to be 12 mm (or 1/2 inch) grade 8 chains. When the main chain is extended, tight and straight ahead both steer chains should be snug (not lose or not tight). Mini and garden pulling sledges – steer chains attached to pan and buckboard to be 229 mm (or 9") plus or minus 19 mm (or 3/4") on each side of pan drawbar at same height from ground as drawbar. Chain to tie into main pull chain 343 mm to 368 mm (or 14" – 15") ahead of first pivot point (pin or hammer link), and clamp to or bolt through main chain. Steer chains to be min.8 mm (or 5/16") grade 8 chain. When main pull chain is extended forward tight and straight ahead, both steer chains should be snug (not lose or not tight).

O. Drawbar chains must be checked yearly and certified for all sledges by a classified company and a certificate should be included in the Service book of the sled. (For big sleds also truck chain).

P. Minimum king pin size: 76,2 mm (or 3") all big sledges – 50,8 mm (or 2") for mini sledges and 40,6mm (or 1.6") for garden pulling sledges. No Trailer balls allowed.

Q. All pans must be equipped with a buckboard 914mm (or 36") high on Big sledges and 610mm (or 24") high on Mini and GP sledges. Garden pulling sledges with horizontal 102 mm (or 4") belt flap at the top of buckboard. Buckboard must be attached solidly to the pan at 90 degrees (plus or minus 5 degrees).

R. Buckboard required to have a transition radius between buckboard and pan and to be not less than 102 mm (or 4") and not more than 306 mm (or 12") and less then 50mm and not more than 200mm for GP sledges.

S. Centre opening in buckboard required for easy access to connect chain to drawbar.

T. All pans must be equipped with dirt shields (mud flaps) attached on each side of buckboard. Dirt shields must be min 25 mm (or 1") thick rubber or 12,5 mm (or 0,5" inch) rubber on a steel frame or minimal 4mm aluminium for GP sledges.

Flaps must be extended outward at 45 degree angle forward to an overall width of 4000 mm (or 13 ft.) on a big sledge and 3350 mm (or 10 ft.) On a mini sledge and 2200mm on a GP sledge. Mud flaps must secure Ground contact.

U. Grouser bars allowed under rear half of the pan. No bars allowed under front half of pan. Bars must be placed in a staggered pattern across the width of pan.

3. Pan Lift / Holdup Device:

A. Mechanical: Single arm or multiple arms progressive, constructed in order that pan will always drop right and even.

B. Hydraulic holdup systems are allowed.

C. Sledge must be interlocked so it cannot function unless pan is always in fully raised position at starting line. Drop trigger must be located somewhere on main frame length and cannot be dropped by the operator from operator's station except with the Emergency Shutdown System.

D. Air: Any air hold system must operate always at the same air pressure. No regulator allowed for drop speed and drop trigger on frame. All pan hold up devices must be fail safe (dead man safe) the pan must drop if any hold up device fails or breaks. Except mechanical hold up.

E. Hydraulic pushdown mandatory for GOLD sledges. (From 01-01-2016) Except garden pulling sledges.

F. All sledges using some type of push down device on rear of pan and underside of sled main frame when weight box is at far end of rail, will be limited as to how far it can push rear of pan or lift rear of sledge. Limiting device is adjusted so it cannot push so far down (pan) or up (rails) that it raises the front of pan off ground.

G. The device used to activate push down system must be located within last 700 mm (or 28") of box travel.

H. The connection point of the sledge frame to the pan or skid (fifth wheel pin and plate), will be min 33% to max. 50% of pan length measured from rear end of pan.

Fifth wheel pin must be visually inspected by the sled operator on a yearly basis, independent from sledge rating. Photo of fifth wheel pin and plate added to the service Book.

I. Fifth wheel pins and locking jaws cannot be welded or built up for repair. Worn parts must be replaced with new parts.

4. Drive Train:

A. All sledges must have a positive ground driven Box drive. STANDARD, BRONZE, SILVER, MINI and Garden pulling sledges have to use 1 axle to drive the weight box. GOLD rated sledges have to use 2 axles to drive the weight box.

B. Sledge must utilise a mechanical, means for engagement and lock up, spring type pressure plate or over centre clutch. Any clutch on any sledge that is not a normally engaged clutch (spring-loaded or over center) must be air or air-over-hydraulic engaged. If there are other systems powerful enough to transmit the torque of the drive train, they can be used. I.e. Electromagnetic. Recommendation: No Clutch in the Box drive (example: 2 gears engaged by air or hydraulic)

C. No overrunning or spread dog type clutches allowed anywhere in drive train.

D. As long as the sled is in "self-propelling mode" (meaning the engine is able to deliver power to the sled drive train) the red light has to come on and stay on.

E. Box drive train must be equipped with a brake mechanism capable of creating a minimum static braking force that equals 25% of the max. weight box mass. STANDARD and GARDEN pulling sledges are allowed to use only one (either box brake or driveline brake) box brake.

5. Weight Box & Weights:

A. Drive Chain Size:

1. Big sledges:

- using 2 chains each chain has to be 1 inch

- using 1 chain the chain has to be 1,75 inch

2. Mini sledges and Garden pulling sledges:

- using 2 chains each chain has to be 0,75 inch

- using 1 chain the chain has to be 1 inch

B. Chain attachment to weight box must be equivalent to chain size and strength.

C. Weight box wheels must be inside frame rails.

D. All weight boxes must have a braking system working independently from weight box drive system, idler chain or cable attached to the box.

E. Box brake has to come on when clutch is released.

F. Braking system must have a braking force of 0,25 G on its own and 0,5 G together with the drive train brake.

G. Box brake system must be mounted directly to the weight box.

All STANDARD pulling sledges are allowed to use only one (either box brake or driveline brake) box brake.

H. Weights in Box have to be secured in that way that they cannot move in the box or come out of the box in any situation.

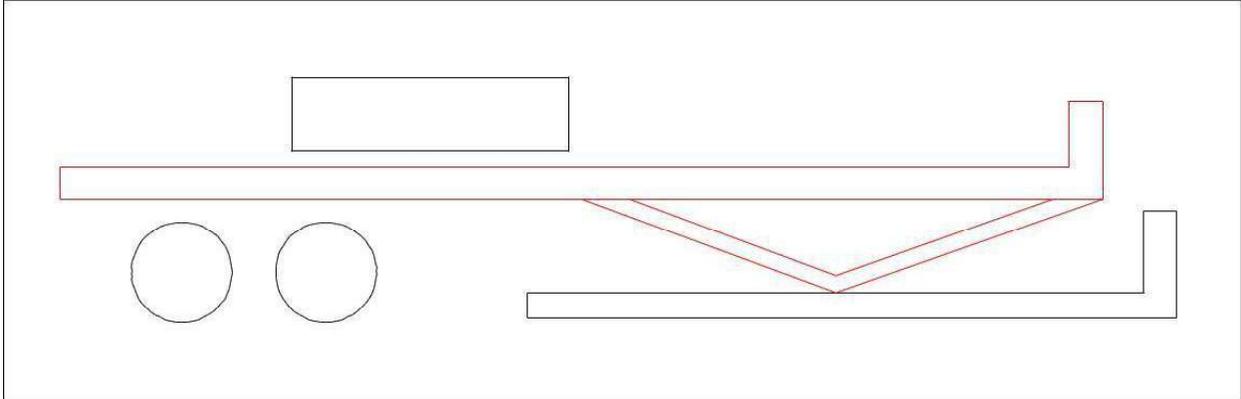
I. Any top weight on the front of the sled rails has to be mounted in a way that it can never come off.

J. The weight box must have a certificated absorbing system that can absorb the maximum force possible that could be released in case of a flying weight box, according to the original ETPC Excel file. The absorbing system has to be certified by a competent manufacturer. Except STANDARD SLEDGES.

K. Weights have to be stamped with their weight in kgs.

6 Rails, Front End and Chassis:

- A. Rail strength must be adequate enough so that there is no flexing or distortion at sledge's heaviest weight and stress load. With a maximum of 10% plastic strength.
- B. Rail length should be long enough so that the box can travel forward of fifth wheel pin in front.
- C. In front of the rails there must be a calculated front end according to the highest force. This must be calculated by an external engineering's company. The red coloured chassis must be calculated. Except STANDAARD SLEDS.



- D. Stops on rear of rails are to be strong enough to stop a fully loaded box free-wheeling backwards at any speed.
- E. The weight box must have the possibility to travel the whole distance of the rails without the buffers.
- F. Calculations must be according to, or the value's should be used out of the excel data sheet of ETPC. A simulation method or similar approved structural deformation modelling (e.g. Macross simulation) should in base also use the ETPC data sheet for the right calculated value's, (e.g. speed and mass).

7. Emergency Systems:

A. Kill switch mandatory on all sledges.

Kill switch has to activate the following systems:

- Pulling the Kill switch of pulling vehicle
- Axle Brakes
- Box and Drive train brakes (only one for STANDAARD pulling sledges)
- Pan drop (only with non-mechanical pan drop)
- Green light has to change to red light and must stay on red
- Brake Light has to come on and stay on

B. Maxi safety system mandatory on all sledges.

Maxi safety system has to activate the same points as kill switch and gets triggered by:

- Electrical power failure
- Low air pressure
- Low hydraulic pressure

C. Box Movement Control (BMC) mandatory on all sledges except STANDARD and GARDEN pulling sledges. Each sled has to have a system which observes the box movement according to the movement of the ground wheels. If the speed of ground wheels disagrees with the speed of the Weight box emergency shutdown has to be activated.

8. Safety:

- A. All sledges must have a minimum of two (2) fire extinguisher sticks, with a maximum useable life of 5 years. Or a minimum of 2 fire extinguishers 2KG each for Mini and Garden pulling sledges and 3KG each for big sledges, with a yearly inspection. They must be mounted on each side and have to be easy to reach. Also if there is a fire behind the tractor.
- B. Life hammer (belt knife) mandatory on all sledges. Placed in the front half on each side of the sledge.
- C. Kill switch cable required to extend from front of sled main frame to competition vehicle kill switch. Kill switch cable must be operable at any time competition vehicle is connected by chain to sledge and either moving down track or standing still.
- D. Cable has to be a steel cable. Diameter of cable min 3,2 mm. Minimum capable tension (pull) to pull out a minimum of 3 ETPC standard kill switch tie wraps.
- E. A solid type of latch with a min. 5 mm cross section thickness at any point used to connect cable to kill switch ring. Latch must be attached to cable with at least two (2) cable clamps. Big Sledge cable latch must be capable of disconnecting a minimum of 7 switches at one time.
- F. Kill switch cable must be long enough to reach min. 1500 mm beyond buckboard.
- G. Kill switch cable must be connected to a fail-safe Kill switch device. The device must be capable of adjusting cable length to limit excessive slack in kill switch cable. Control of this device must be from operator's station. No manual operation of the Kill Switch cable by the operator is allowed.
- H. All kill switch devices must be able to retract cable latch rearwards beyond buckboard of pan.
- I. All lights required on all sleds have to be clearly visible to track officials. All lights must be non-see-through type or either revolving, flashing, or strobe type.
- J. Red light required to illuminate anytime the sled or operator are not ready for competition or any time service brakes, emergency brakes, kill switch or Emergency Shutdown System is applied. If Red light illuminates green light has to switch off and not come back on green.
- K. Green light must be illuminated when both sledge and operator are ready for pull attempt. Green light to remain on when box is fully forward.
- L. Wheel brake light must be activated when the sledge operator applies and stays on during green.
- M. When the sledge operator is not seated or when the cabin door is open on the sledge, the sledge must automatically go off green. And must not change automatically back to green. Operator has to reset the sledge and give again green light when he is ready for competition.
- N. Sledge operator is obliged to push the kill switch button when a tractor goes on his side. (when the operator doesn't react he will receive a red card of ETPC SIT)

9. General Rules:

- A. Operators Station must be located on the top rear of the sled (mandatory on big sleds).
- B. Sled operator has to wear a helmet and neck protection, except sledge operators on a sledge with closed cabin and during farm stock classes. Sledge operator has to wear clothes with long sleeves and long trousers, and the sledge crew who hook and unhook pulling vehicles have to wear long trousers, and jackets or shirts with long sleeves. These jackets or shirts should be made from retardant material.
- C. The seat and seatbelts for the sledge operator have to meet the same requirements as for a Modified tractor.
- D. All sledge controls must be located within easy reach of the operator while seated in the operator's station.
- E. No person other than one sled operator is allowed on the machine after ready for competition under green flag.
- F. All sledge operator(s) or crew person(s) must be at least 18 years of age.
- G. A clear windshield capable of protecting the operator is mandatory. Recommended windshield to be Lexan or similar shatterproof material.
- H. Tow back device (tongue) required at rear centre of sledge for use when sledge is not capable of moving under its own power.
- I. The operation of a sledge by persons incapacitated by intoxicating agent and / or drugs is strictly forbidden.

J. The ETPC sled check form must be completed before every event and a copy must be kept in the logbook. (Sledge check form available by etpc-sit@tractorpulling.com)

K. The sledge operator and crew are strictly forbidden to use alcohol or drugs during or before the pull and can and may be tested by an ETPC delegated person if there is any doubt at any time.

10. Sledge Levels:

A. Each ETPC licensed sledge is limited in its use in order of the level of license.

B. The following levels of sledges are known:

Big Sledges

1. Standard:

- Used for Stock and Farm Stock Level 1, Level 2 and Level 3 up to 3,6T
- Not allowed for trucks. Box Movement Control system recommended but not mandatory.

2. Bronze:

- 50 % weight transfer of the sledge
- Big Tractors: legal for use with tractors up to 60 engine points according to the actual rules, no Alky Super Stock tractors. Light Super Stock and Euro Challenge is allowed.
- Not self-propelled
- Push down not required

3. Silver:

- 75 % weight transfer of the sledge
- Big Tractors: legal for all tractors
- Self-propelled
- The driving axle must be the front axle and be fixed on the frame.
- The front axle must not be pivoting with the rear axle.
- Push down is required.
- Mandatory for EC Farmstock

4. Gold:

- 90 % weight transfer of the sledge
- Big Tractors: legal for all tractors
- Self-propelled and tandem drive
- Push down is required.
- Tandem axle driven
- Legal to use at any level of pulling, mandatory for Eurocup Classes and EC's
- Sledge crew must have the experience to pull at least one (1) year at the Silver sled level with a minimum of six (6) events
- To keep the Gold status sledge and team have to drive at least a minimum of 1 Eurocup class per year. (Or any other class requested by SIT)

Mini Sledges

1. Bronze :

- 60 % weight transfer of the sledge
- Use for national events no international tractors

2. Silver :

- min 80 % weight transfer of the sledge + self-propelled
- Legal to use as back up for Eurocup

3. Gold:

- min 90% weight transfer of the sledge + self-propelled
- legal for use at any level of pulling, mandatory for Eurocup Classes and EC's

Garden Pulling Sledges

1. Standard:

- Only for Stock classes

2. Bronze:

- Legal to use for all classes except Compact Diesels and Modified 600.
- No International tractors

3. Silver:

- legal for use at any level
- Self-propelled
- Pushdown required

3. Gold:

- min 80% weight transfer of the sledge
- Self-propelled
- legal for use at any level of pulling mandatory for EC's
- Pushdown required

New sledges built after 2010 are allowed to use 1 axle for box drive if it fulfils the following rule:

1. Sledge must be designed in a way that the main percentage of the weight is transferred to the front axle after the pan is dropped, and must retain adequate down force to the track
2. Front axle must drive the weight box
3. The axles must be locked and have to be controlled by green light
4. Rear axle may be released (raised) while sledge is traveling down the track. Release of any axle must be controlled by weight box movement.
5. Every sledge has to show Data to ETPC SIT to prove there is no slip on the concerned sledge.

11. Sledge Licensing Procedures:

A. For any sledge eligible for use at a ETPC sanctioned event sledge must meet all ETPC Sledge Rules and requirements and be inspected and certified by ETPC

B. A sledge can only be considered as legal if the annual sledge fee is paid to the ETPC and the License sticker for the current year is displayed on a visible spot of the sledge or carried with the sledge team paperwork.

C. The sledge license is legal for one calendar year for ETPC gold sledges and legal for two years for all other sledge levels.

D. The Inspection Procedure:

1. All ETPC Gold Sledges have to be inspected yearly.

2. All other sledges have to be inspected every second year.

3. All new sledges must be inspected before the first event and the rest during the season

E. Only every second inspection (according to the level of the sledge) needs to be done on an event (where the sledge is operated).

F. Sledges can only be inspected if the sledge weight form is sent in before. The sledge weights need to be weighed on a certified scale and the weight has to be stamped on the weights in kgs.

G. Sledge inspection requests have to be sent in by the ETPC Members before the sledge will be.

H. Rating of a sledge:

The SIT (Sledge Inspection Team) is inspecting the technical components (safety,

mechanical quality and weight transfer) only. Up to Silver level the SIT will decide the rating of the sledge.

I. For an upgrade above Silver level, in addition the SIT has to check this sledge at least 1 time in action and make a written report to the ETPC SIT and ETPC DB. For voting on any upgrade request the sledge owner has to include a written statement of the national board.

J. Requirements for an inspection:

All Documents listed in Chapter 13 must be sent every year before March 1st to the SIT.

- The operator(s) of the sledge have to be present and the national ETPC delegate.
- Inspection Language is English – when needed a translator has to be present
- If the inspection is carried out during an event the sledge has to be ready at least 3 hours before the start of the event.
- Sledge has to work ready for inspection.
- A measurement tape a flashlight and a calliper have to be provided by the sledge team.

A measuring device (crane weight scale or similar) including connectors to the weight box has to be provided by the sledge team. A box brake test must be possible.

- The location of the inspection has to be on a dry and hard bottom surface.

A tractor must be available that is capable of pulling the sledge with blocked rear wheels but without weights in the box.

- If one of the requirements listed above are not fulfilled the sledge inspector can stop the inspection – the costs has to be covered by the national organisation.

K. Inspection of a sledge is carried out upon request of the national organisation. The inspections are done on a “first come first served” basis.

L. Only the national Organization can request an Upgrade for a sledge.

The Upgrade Request can only be handled at a dynamic inspection of the sledge, for the dynamic test a whole class has to be worked by the sledge.

If the Upgrade request can be handled during a regular inspection according to the level of the sledge the expenses will be covered by ETPC. If the Upgrade inspection has to be done separately the costs have to be covered by the national organisation.

M. If there are any safety concerns the ETPC sledge inspectors have the right to exclude a sledge from competition until the requested improvements are done. In a case like this a second inspection of the sledge has to be done and the costs have to be covered by the national organisation.

N. The national organisation is responsible for the eligibility of sledges used in ETPC sanctioned events.

O. If a sledge is not used according to the rating the national organisation which is responsible for the event in question will get a penalty fee of EUR 1,000,- for the first incident. For each following improper use of the sledge the last penalty fee is doubled.

P. The ETPC Member (National Organisation) which has requested a license for a sledge is defined as the home organisation of a sledge in this way the home country of a sledge is defined.

Q. Border crossing:

If a sledge wants to work an event outside his home country only the ETPC Member (National Organisation) where the event is held, can give/deny a permit for the foreign sledge (Permit / Deny message has to be in writing at least 14 days before the event is held) Crossing a Border without permit, the home Organisation of the sledge will get a penalty fee of EUR 1,000,- for the first incident. For each following improper Border crossing of the sledge the last penalty fee is doubled.

L. Each sledge needs to have a full insurance certificate according to the laws of the country where the sledge is operated. It's up to the national organisation and the sledge owner that the insurance meets the national laws.

M. The correspondence between SIT is only with the national ETPC delegate. In the correspondence it is necessary to use the ETPC sledge number.

N. The sledge owners must sign a paper that states that the responsibility is for him even with a checked sled inspection form.

O. Every sledge that is sold or operated by a new team or owner loses their license, and have to go the same way to get a license as a new sledge.

12. License Fee:

Big and mini sledges:

- A. ETPC Gold sledges: €400,- a year.
- B. ETPC Silver sledges €300,- a year.
- C. ETPC Bronze and Standard sledges €250,- a year

Garden pulling sledges:

- A. ETPC Gold sledges: €150,- a year.
- B. ETPC Silver sledges: €100,- a year.
- C. ETPC Bronze sledges: €50,- a year.

Every first yearly inspection is for free. When a second inspection is necessary travel costs are for the sledge owner.

13. Documentation:

In this section all the Documents which are mandatory for each ETPC licensed sledge are listed and described. During an inspection of the sledge these documents have to be present and up to date. The documents have to be in clear written English.

The following Documents are mandatory:

A. The Service Book:

This Book has to contain a description of all maintenance jobs carried out on the main components of the sledge responsible for a safe and proper function; pictures have to be added to the description.

- All checks carried out by the sledge team (breaks, kill switch, box drive components, king pin, chain certificates N.) have to be documented in this book.
- Calculations, external engineering calculations and ETPC excel Data sheet

B. The Logbook:

This book has to contain an exact description of the sledge setting for each class on each event. - The log has to contain the following data:

- Date and Location
- Class
- kg weight in box
- kg top weight on frame rails
- box on top (meters of track)
- pan weight at starting line
- box starting position on frame
- Sledge checklist from every event according to the ETPC 'Sledge check form'

C. Documents that must be sent to SIT inspector before inspection, without these papers there can be no inspection.

- Calculation of the chassis with the max. impact force with a flying weight box.
- The ETPC Excel data sheet
- A confirmation from the sledge owner that the sledge is built according to the calculations and according to the current sled rules.
- Information about the absorbing system with data of maximum absorbing energy and max.force.
- Weight list of the sledge.
- Explanation of the Box Movement Control. Notice that there must be a Box Movement Control!
- Photo documentation of the inspection of fifth wheel pin.
- Documents of the chain inspection.
- Insurance papers

R. The sledge Weight form

14. Fines and Penalties

- A.** Every sledge operator and crew are obligated to follow the rules on the ETPC Sledge Rule Book. When not ETPC SIT can give the sledge team, crew or operator a sanction.
- B.** By violation of the rules there are 2 levels, 1 for a minor offense and 1 for a bigger offense.
- C.** For a minor and first incident you will receive a yellow card. The Yellow card means a final warning and has on that moment no other consequences.
- D.** For a big or a second minor incident you will receive a Red card. The consequences of the Red card is quite big. When you as sledge team and/or owner receives a Red card you and your member country will receive in the following week after the incident an official letter in name of ETPC SIT together with a fine. The fine of a Red card is €1000,-
- E.** When a sledge operator or team already have received 2 Yellow cards = Red or 1 Red card, then by every following incident you will receive automatically a Red card and the fine will be doubled. (This means fine of second Red card is €2000,-)
- F.** Received cards (Yellow and Red) expire at the end of that calendar year on the 31st of December
- G.** When a sledge team have received one or more fine's then they have to be paid before the new calendar year. When the fine is not paid before the 1st of January of the new calendar year, the sledge will drop automatically 1 level. (For example a silver sledge has received 2 yellow or 1 red card that season and haven't paid his fine. Drops the next year to the bronze level and have to go the same upgrade procedure to get the old license back).
- H.** Cards can be given by ETPC SIT delegates on an event. When there is nobody from the ETPC SIT on the event where the incident happens the ETPC and NATIONAL track teams can inform ETPC SIT about proceedings on that event. ETPC SIT will decide to give a card to the sledge team according to the seriousness of the incident (Yellow or Red).

Examples of incidents you can receive a Yellow or Red card for:

- Yellow:

When sledge operator or the crew who work on the track like the crew who hooks and unhooks tractor's wear t-shirt without long sleeves or shorts instead of long trousers.

- Red:

When sledge operator give's no reaction when a tractor goes on to its side (like activating the kill switch).

Or

When sledge team or operator is under the influence of alcohol or drugs.

Remember that ETPC SIT does not want to give cards or fines out but we all have to be aware that sledge operators and crews have a big responsibility on the track to keep our sport as safe as possible. It is important always to work according to the safety rules.