

# TNT Truck & Tractor Pull

## General Rules

*(Apply to all classes and all pullers unless otherwise noted)*

### **Behavior**

1. Any participant(s) found to be conducting themselves in an unprofessional or disorderly way, will be asked to leave the event and will not be allowed to pull and/or will be deemed disqualified. This is including, but not limited to, profanity of any kind and threats against any fellow participant or TNT Truck & Tractor Pull staff.
2. If any participant or individual associated with a vehicle participating in any TNT Truck & Tractor Pull event yells, uses foul language, threatens, or gets out of hand with any other participant, individual associated with a vehicle participating at any TNT Truck & Tractor Pull event, or a TNT Truck & Tractor Pull official that individual, participant, and vehicle may be disqualified from the current event and could be banned from pulling with this organization.
3. There will be zero tolerance for any driver under the influence of any alcohol or drug. They will be asked to leave the event and will not be allowed to pull and/or will be deemed disqualified.
4. Internet bashing will also be a reason for dismissal from events or pulling. This will include all forms of social media.
5. Tech's decision is final. If you disagree or have an issue, please wait until class is over in its entirety for any discussion.

### **Brakes**

1. All vehicles must have adequate brakes (check specific class rules).

### **Chassis/Body**

1. If vehicle has a bed that has been cut out, the bed must be covered neatly. If the bed is vinyl, the cover is to be attached with snaps or Velcro. If sheet metal, cover is to be attached by pop rivets or screws.

### **Clutches/Flywheels/Automatics**

1. Vehicles must have one piece, 1/4" Hydro form bell housing on straight shift. If any modifications are made, modified area must be ground smooth inside and out.
2. All vehicles using a clutch and flywheel assembly will run a full block saver plate, either 1/4" aluminum or 1/8" steel required in all classes. All flywheels must be steel or aluminum. No cast stock flywheels allowed. Each vehicle owner will sign a waiver on the membership application stating they are running a SFI approved flywheel.
3. Automatics are required to run a one piece SFI SPEC 4.1 six-buckle full length transmission blanket or SFI approved shield in all classes.

### **Drawbar**

1. Drawbar hitch point must be visible and clear for sled hookup.
2. Drawbar must be rigid in all directions and solidly mounted on the vehicle frame.
3. Drawbar must have steel hitching device no more than 1 1/2 inch and no less than 7/8 inch thick in all directions and must have an opening of 3 inch by 3 3/4 inch capable of accepting a 3 inch diameter pipe.
4. No cables or chains used in hitching device.

5. If clevis used, only one clevis is allowed, 6 inches maximum.
6. Drawbar height must remain set, before, during, and after pull or disqualification will result. Stop will be run all the way down. No part of drawbar shall enter cab or driver compartment. Tech officials are to disqualify illegal hitches without a protest being in place.

### **Driveline/Driveline Shield**

1. All vehicles are to have a minimum of 5 studs per wheel with lug nuts on each stud.
2. All planetary drivelines must be fully enclosed by 5/16 inch steel or 3/8 inch aluminum. All driveline brake components must be enclosed by 5/16 inch steel or 3/8 inch aluminum. Ends must be enclosed by a minimum of 1/8 inch steel or aluminum.

### **2WD & 4WD Mandatory**

1. Driveshaft must have two 360 degree cups on each shaft; 3 inches minimum and at least 1/8 inch thick.
2. Two piece shafts must have 4 loops. Loops must be a minimum of 3/4 inch wide and 1/8 inch thick not less than 6 inches from or no more than 12 inches away from U-joints.
3. Maximum horizontal clearance is 2 inches and a maximum vertical clearance is 8 inches both ways.
4. No cable or chains to be used in drive line shielding.
5. Intermediate drive shafts require 2 loops of 12 inches or longer and 1 loop if under 12 inches.
6. Drive shaft loop and U-joint shields required in all classes.

### **Engines**

1. All vehicles must have a 1/4 inch steel shield 1 inch wide, 360 degrees around harmonic balancer, no more than 1 inch away from balancer; water pump may be used. Shields must have strap or straps 1/4 inch x 1 inch that will keep harmonic balancer from working forward. Shield not required on SFI approved balancer.
2. All vehicles must have adequate catch can on radiator. Minimum size is 1 quart. How much water on track is disqualifying will be to the tech officials' discretion.
3. All vehicles must have engine side shields minimum of .060 inch thickness, side shield must run full length of block casting and must go from base of head to 2 inches below crankshaft throw, solid frame may serve as part of shield. TNT Truck & Tractor Pull highly recommends side shields above sparkplug.
4. There will be a 1% tolerance on all engine measurements.

### **Exhaust System**

1. Headers must run up or down and back depending on the class to prevent excessive dust.

### **Fuels**

1. All fuels must pass fuel test according to specs.
2. Fuel can and will be checked at the discretion of TNT Truck & Tractor Pull officials.
3. No nitrous oxide or nitro methane. No oxygen carriers or combustion accelerators. No diesel (excluded diesel classes) or propane. See class rules for individual fuel rules.
4. All pulling vehicles are required to have fuel dump valve for easy sampling purposes.

## **Kill Switch**

1. All vehicles must have a working kill switch or will not be allowed to participate at that event.
2. The kill switch must be located in the rear center of the vehicle. Maximum of 12 inches off center in either direction. Maximum 24 inches above the point of hook.
3. Switches will have attached to them a minimum of 2 inch diameter ring mounted rigid. To this ring will attach the cable from the sled.
4. All ignition engines must have a kill switch in working order within easy reach of the driver. All fuel injected engines must have a fuel shut off valve control within easy reach of the driver.
5. If kill switch is not mounted in legal position and pulled during the run, no re-pull will be given.
6. Tie straps will be furnished and used on kill switches to ensure against kill switch being prematurely pulled. Kill switches will be pulled before each event. NOTE: Tie straps will be enforced by tech officials using color-coded ties.
7. No kill switch flaps or covers – it must be an exposed plug.

## **Dirt Deflecting Devices**

All rear weights must be centerline or above axle except for inside rear tires. Anything that is down low enough for dirt to strike behind rear tires will be considered a dirt-deflecting device.

## **Safety**

1. All pullers, in every class will ONLY be given one warning for a safety violation. On the second violation the vehicle will not be allowed to pull at the event.
2. Complete fire suits are mandatory in all classes and are required to fit properly and be zipped. This must be at least a single layer suit including head socks, shoes, socks, neck brace, and gloves. Fire shoes can be substituted by fire socks + a leather boot.
3. Helmets with full face shield are required to be worn in all classes. Face shield must be in the down position while pulling.
4. Fire extinguishers are mandatory in all classes. Extinguishers must be within easy reach of the driver and must be 2 pound minimum, in proper working order, and with proper working gauge.
5. No fuel pressure gauges, fuel pumps, or tanks (factory installed only) in drivers compartment.
6. Vehicle can have factory tints or clear plexi-glass type front, back glass and sides if used. If tint is darker than factory color, tech office must approve.
7. All vehicles are to be operated in a safe manor, before, during, and after the pull.
8. All axle bolts must be covered. Shield not to be bolted to hub or axle and must be .060 inch thick.
9. All 2WD vehicles and tractors must have wheelie bars. The wheelie bars must be a minimum of 2 inches back from farthest point of tire, must be no more than 10 inches off ground and a 5 inch square pad on bottom. Measurement is taken from rear most part of tire to front of pad.
10. All vehicles must be in neutral or park while being hitched or unhitched. A neutral safety light is required on all vehicles. An automotive quality white light, a minimum of 2 inches in diameter must be mounted above or below the safety kill switch at the rear of the vehicle. A light in driver's compartment must be operated off the same system. Both lights are to be activated by the shift lever so that the lights will be lit only when the

vehicle is in neutral. Drivers are required to have hand in air to signify vehicle is in neutral.

11. All vehicles must be equipped with a neutral starting switch. Vehicle will start only in neutral or park.
12. All vehicles must be equipped with "Dead Man" throttle.
13. Side shields must be securely fastened to the vehicle.
14. All tractors must have a roll cage with a minimum of .120 wall thickness tubing minimum of 1 ¾ inch steel or chrome moly tubing. Cage will attach to tractor at a minimum of 6 points. There will be 2 tubes coming over drivers station with 1 lateral bar going around the cage approximately shoulder height. There will be 1 bar under the seat a minimum of 1 inch square tubing. There will 2 diagonal braces running from frame rails to the front tube of cage at a maximum 30 degree angle. Must use grade 8 or better bolts when securing cage to tractor. An SFI approved 5 point harness with quick release clasp will be required in all roll cages.
15. Safety check sheets will be filled out and signed by a tech official and puller on each vehicle during the current season. These will be kept on file.

### **Supercharger/Turbochargers**

1. All supercharged motors are required to have SFI approved blower restraints.
2. All supercharged motors must have blower belt shield. Shield must be width of blower pulleys and extend to center of crank.
3. Exposed turbo must be shielded 360 degrees with .060 inch metal.

### **Tires**

1. All tires must have rubber or rubber compound contact between tire and ground surface.
2. No dual wheels (unless specified in class rules), chains, or studs will be allowed.
3. Any DOT approved two wheel or four wheel drive tire cannot be altered.

### **Weights**

1. All 4WD weights must be safely secured to the vehicle and not extend forward more than 60 inches from the centerline of the front axle (weights included).
2. Loose ballast, sand bags, weights in cab, etc. are not allowed.
3. The vehicles original weight will be the class weight or less. Example: If class weight is 5200#, the weight when crossing the scales will be exactly 5200# or less. At any time after a vehicle pulls it is sent back to the scales to reweigh there will be an allowance of no more than 20#. To verify scales, tech officials will send a minimum of three vehicles back across the scales to reweigh.

### **Sponsorship Stickers**

1. Every vehicle **MUST** have at least one of each of ALL provided sponsorship stickers visible on the outside of vehicle prior to competing, if you do not have the required stickers you will not be allowed to pull until stickers are visible.

### **First puller option**

1. The first puller (first vehicle to hook to sled for the class) in all classes will have the option to drop their pull and come back right then or last in the class.

## Competition Rules

1. When class is started, pullers are to be in their vehicles 3 deep and READY to pull to prevent delays in the class.
2. All pulls will start with a tight chain. No jerking allowed. On the first attempt there will be a three minute time limit to hook to the sled after the sled is ready.
3. In the case of the sled being reset, the competitors that have already pulled will come back at the end of the class in the original pulling order. The sled must be official and the finish line determined before the fourth vehicle hooks.
4. If a delay of 45 minutes occurs the class must be started over in the original pulling order.
5. Pullers are allowed two (2) attempts to cross the 100-foot mark. Each puller will have three (3) minutes, once the sled is spotted, to hook to the sled. If on the first attempt the vehicle breaks, the puller can take a mechanical drop (drop five places) and return.
6. Vehicles, not the sled, must remain within side boundaries (after class is official) of designated track during pull or will be disqualified. If any part of the vehicle tires touches any part of the out of bounds line during or after the pull while hooked to the sled, the puller will be deemed out of bounds.
7. If driver is not ready when his turn comes up, due to mechanical problems, he will be able to drop five places in the class or forfeit. Mechanical problem is to be confirmed by tech official before vehicle is allowed to drop.
8. In the event of a malfunction (sled, etc.), puller has the option to drop five places or pull right then.
9. Under a green flag, if a puller loses a weight or safety equipment, vehicle is disqualified.
10. Driver is to weigh with the vehicle. Top four vehicles are subject to be reweighed at any time. Vehicles original weight will be the class weight or less. At any time after a vehicle pulls it is sent back to the scales to reweigh there will be an allowance of no more than 20 pounds. To verify scales, tech official can send a minimum of three vehicles back across the scales to be reweighed.

## Membership, Hook Fees, Purse, and Points

1. **For 2019, TNT will run a Points Series for the following classes:**  
SM2wd, 8500 Pro Farm Tractors, and LLSS Tractors, Diesel Trucks, Pro Street 2wd, SM4wd  
Money will be added by TNT owner to these classes in 2019 to get the points fund established.
2. **Membership** is \$250 per vehicle. Hook fee for members in these classes is \$30.  
Other classes will be added in 2020. Hook fee for all other classes and for non-members is \$50.
3. **Points:**
  - a. To receive your 5 show up points, you must be registered prior to event start time and pay entry fee. You must hook to the sled and make an attempt to get your points for that event. If you are unable to hook due to mechanical issues, you will receive last place points, but will not receive a refund on your entry fee.
  - b. Placing points will be awarded as follows: 1st place = 20 pts, 2nd place = 19 pts, 3rd place = 18 pts, 4th place = 17 pts, 5th place = 16 pts, 6th place = 15 pts, 7th place = 14 points, 8th place = 13 points, 9th place = 12 points, 10th place = 11 points, 11th

place = 10 pts, 12th place = 9 pts, 13th place = 8 pts, 14th place = 7 pts, 15th place = 6 pts, 16th or lower = 5 pts.

- c. If there is a tie at the end of the year for any places, the top placing will go to the competitor with the most 1st place finishes. If tie remains, then the most 2nd place finishes, etc.
- d. At the end of the season, the top 5 finishers in each class will receive a percentage payback of the points fund for that class as follows: 1st place = 40%, 2nd place = 30%, 3rd place = 15%, 4th place = 10% and 5th place = 5%.
- e. 10% of each payout check for the point series classes will be taken and put into the points fund.
- f. If you are disqualified at an event for ANY reason, you will not receive a payout. That money will go into the points fund for the class that you pull in. You will receive applicable points per your finish placement (ie - if there are only 8 participants and you are DQ, you would still receive 8<sup>th</sup> place points).
- g. Payout information for the 2019 events (March – October) are shown below:

### TNT Purse for 2019

Membership fee \$250 for all point classes. Hook fee for members is \$30.

Hook fee at each event will be \$50 for all non-members.

All drivers must pay through the gate if hosting facility requests it.

Class	1st	2nd	3rd	4th	5th	6th	7th	8th	Total
SM2 Trucks *points	\$ 1,250	\$700	\$450	\$250	\$ 200	\$ 150	\$ 100		\$ 3,100
6000 lb. LLSS Tractors *points	\$ 600	\$450	\$325	\$225	\$ 150	\$ 100			\$ 1,850
Pro Stock 4wd Trucks	\$ 550	\$400	\$300	\$200	\$ 100	\$ 100	\$ 100	\$ 100	\$ 1,850
10000 lb. Hot Farm Tractors	\$ 550	\$400	\$300	\$150	\$ 100	\$ 100	\$ 100	\$ 100	\$ 1,800
8500 lb Pro Farm Tractors *points	\$ 600	\$450	\$250	\$150	\$ 100	\$ 100			\$ 1,650
Super Mod 4wd Trucks *points	\$ 300	\$275	\$250	\$225	\$ 200	\$ 200	\$ 100	\$ 100	\$ 1,650
Pro Stock 2wd Trucks	\$ 500	\$400	\$300	\$200	\$ 100	\$ 100			\$ 1,600
2.6 - 3.0 Diesel Trucks *points	\$ 500	\$400	\$300	\$150	\$ 100	\$ 50			\$ 1,500
Pro Street Semi Trucks	\$ 500	\$400	\$300	\$200	\$ 100				\$ 1,500
6500 Light Hot Farm Tractors	\$ 450	\$350	\$250	\$150	\$ 100	\$ 100			\$ 1,400
4300 Light Pro Stock Trucks	\$ 425	\$350	\$250	\$175	\$ 100	\$ 100			\$ 1,400
Super Stock 4wd Trucks	\$ 425	\$325	\$200	\$100	\$ 100	\$ 100	\$ 75	\$ 75	\$ 1,400
Hot Rod Tractors	\$ 400	\$300	\$200	\$100	\$ 75	\$ 75	\$ 75	\$ 75	\$ 1,300
Pro Street 2wd Trucks *points	\$ 350	\$250	\$150	\$100	\$ 100	\$ 50			\$ 1,000