

**ANDRA 2020/21 Rulebook Rule Submission Title:
Electronic Throttle Actuation**

SUBMISSION AUTHOR: INTERNAL

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Address:

(email):

RULEBOOK REFERENCE:

4.6.5 Throttle, page 222.

RULE SUBMISSION INTENT:

To clarify/ set the ruling/ requirements around the use of electronic throttle actuation.

PROPOSED ADMENDMENT:

Existing Text;

Where electronic throttle actuation is used the vehicle must retain the OEM ECU and maintain the appropriate control features required for this technology.

Proposed Text;

Where electronic throttle actuation is used the vehicle must **either:**

1. Retain the associated OEM electrical installation of the vehicle to operate the throttle which includes the vehicle's wiring and ECU with all of its appropriate control features (software, firmware, etc); or
2. Install a system which has redundant feedback circuits for both drivers pedal and throttle body.

In both case the throttle body must return to the closed state when power is disconnected (ignition off), the drivers pedal is disconnected, or the throttle body is disconnected.

CLASSES AFFECTED:

All classes where electronic throttle actuation is permitted.

How does this rule protect the safety of participants and spectators?
Stipulates additional control measures when using electronic throttle actuation, therefore reduces risk.
How is this rule a positive step for the sport?
Opens up possibilities for more modern engine tuning methods and could increase competitor numbers.
What is the positive impact of the rule on other classes and brackets?
Opens up possibilities for more modern engine tuning methods and could increase competitor numbers.
How does the rule ensure increased opportunity for even competition?
Applicable to all classes that allow electronic throttle actuation.
Describe how the rule is practical and enforceable?
Can be checked at Tech Inspection and pre-event scrutineering (ESP).
Describe how the cost of complying with the rule is reasonable for competitors?
N/A – no additional cost to comply.