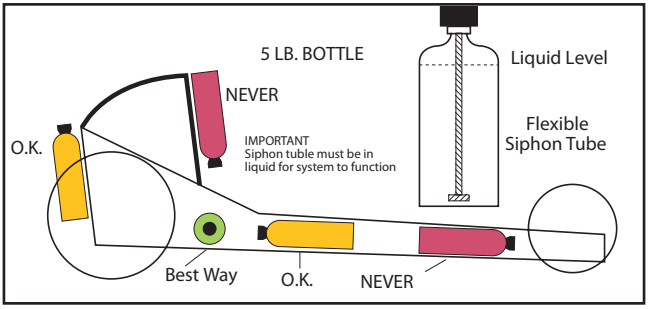
4.23.5 ON BOARD FIRE SUPPRESSION SYSTEM

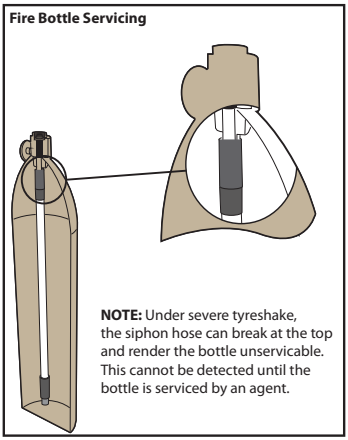
All fire bottles used in on board fire suppression systems will require inspection and certification by a recognised authority every two (2) years.

Recognised authorities are not limited to suppliers of fire suppression systems, many states have certified authorities capable of carrying out these requirements. ANDRA will allow manufacturers to appoint Australian agents for inspection and certification purposes.

Front Engine Top Fuel Dragsters, and any vehicle with power adder/s with an enclosed fibreglass or composite body running quicker than 8.99 seconds (1/4 mile), are required to carry an on board fire extinguisher system, with a minimum capacity of 9 kg (20 lbs).

Any enclosed vehicle quicker than 8.00 seconds (1/4 mile), must have a serviceable, in date (certified) fire suppression system of a minimum 5 lbs capacity (10 lbs recommended) installed unless specified otherwise by Class Regulations.





Systems must be designated as fit for purpose and installed in accordance with the manufacturer's instructions. Any fire suppression system allowed providing it meets federal regulations. Systems must be activated by mechanical means.

Systems must be fitted per manufacturer's specifications with the primary nozzle/s directed in an attempt to protect the driver, with the system divided so that no more than two thirds of the agent is dispersed into the engine compartment by means of nozzles placed in front of each bank of exhaust headers and directed at the engine. The remaining one third should be dispersed into the driver's compartment by means of a nozzle/s placed near the steering column and directed at the driver as per manufacturer's recommendations. On all fire suppression systems, dispersion of contents should be divided as per manufacturers recommendation.

Upon activation the contents of the bottle/s must fully discharge, partial discharge bottles prohibited.

Fire systems are not permitted to have any valves fitted that allow the system to be pressurised by air. Only manufacturer approved fittings may be used for filling or depleting fire systems. In all cases, devices used to prevent discharge of fire bottles must be removed prior to being in the hands of The Starter.

- ◊ **NOTE: The Federal Governments Ozone Protection and Synthetic Greenhouse Gas Management Act 1989 and the subsequent Federal Ozone Protection and Synthetic Greenhouse Gas Regulations of 1995 banned the possession and/or use of Halon (BCF) fire protection systems. The use of halon is not permitted in Australia.**
- ◊ **NOTE: One of the reasons for bottle recertification is to inspect for damage to the siphon tube. Damage to the siphon tube can occur under tyre-shake and render a fire bottle unserviceable when required.**
- ◊ **NOTE: Bottles must be inspected by competitor at regular intervals for condition and pressure vessel compliance.**
- ◊ **NOTE: Where fitted, any onboard fire suppression system must comply with regulations, be servicable and in date (certified) regardless of class/ performance requirements.**