



The **NHRA Components Acceptance Process** below is to be used for the following components:

- Collector/Header Tethers
- Composite Helmet Shrouds (TAFC)
- Fireproof Brake Line Covering
- Front Manifold Restraint
- Lateral Head Supports
- Locking Dipsticks (Auto Trans)
- Nitrous Intake Restraint System
- Oil Retention Devices
- Parachute Tethers
- Stock Replacement Oil Pans
- Stock Replacement Pistons
- Stock/Super Stock Bellhousings
- Stock/Super Stock Replacement Rods
- Vent Tubes/Hoses
- Woven or Woven-pushlock Lines

Note: It is only necessary for components to follow this process when they are intended for use in categories where they are required to be NHRA Accepted. Reference the appropriate NHRA, Junior Drag Racing League, Hot Rod Heritage Racing Series Supplement, NHRA Exhibition Rulebook Supplement Rulebook(s) to verify that a component must be NHRA Accepted. For any questions concerning this process, please contact Pat Cvengros at pcvengros@nhra.com.

The NHRA Non-Performance Related Components Acceptance Process consists of the following four steps:

1. Submittal of Letter of Intent. This letter should outline the intent of the manufacturer as to what specific component(s) they wish to have available for use in competition. This letter should also outline any and all design restrictions on said component(s) that are set forth in the rulebook. This letter of Intent must be submitted by email to Pat Cvengros at pcvengros@nhra.com. Once received, the Letter of Intent will be submitted to the appropriate NHRA committee(s) after which a written decision will be provided from NHRA indicating **Pre-Approval or Denial**. If the manufacturer has received a **written pre-approval** of the submitted Letter of Intent from the NHRA, the manufacturer can then begin to create a Detailed Component(s) Concept Design Package.

2. Submittal of Detailed Component(s) Concept Design Package. This package should include, if applicable, CAD drawings with dimensions, electrical schematics, detailed materials specifications (i.e. material specification/safety sheets, tensile/impact information, etc.), and a letter outlining the manufacturing processes of the submitted component(s). If this request is for a modification(s) to an existing product, please provide detailed photographs of the affected area. The Detailed Component(s) Concept Design Package must be submitted to Pat Cvengros at pcvengros@nhra.com. Once received, the component will be submitted to the appropriate NHRA committee(s) after which a **written** decision will be provided indicating **Pre-Approval or Denial**. If the manufacturer receives written **pre-approval** on the submitted Detailed Component(s) Concept Design Package from the NHRA, the manufacturer can then begin to build prototype component(s) based upon the original information submitted.



3. Submittal of Prototype Component(s). Once the prototype component(s) are completed, they must be submitted to the NHRA for inspection. The Prototype Component(s) must be submitted to Pat Cvengros at pcvengros@nhra.com. Included with prototype components should be any drawings and/or schematics that have may have been modified since the submittal of the Concept Design Package. Once received, the component will be submitted to the appropriate NHRA committee(s) after which a **written** decision will be provided indicating **Pre-Approval or Denial**. If the manufacturer receives written pre-approval on the submitted prototype component(s) from the NHRA, the manufacturer or team can then begin to build the final production component(s).

4. Submittal of Final Production Component(s) Package. If no changes are going to be made to the component(s) after the Prototype Pre-Approval, this step is not required and NHRA can grant in **writing** a **Final Approval**. However, if **any** change of any kind is to be made to the component(s) this step **is required**. Once the final production component(s) have been completed a Final Production Component(s) Package must be submitted to the NHRA. The Final Production Component(s) Package must be submitted to Pat Cvengros at pcvengros@nhra.com. This package should contain but is not limited to the following: the production component(s), final pricing (if changed), component availability date, part number(s) and any drawings and/or schematics, if modified in any manner from those originally submitted. The manufacturer is responsible for all shipping related costs. After the NHRA has had ample time to review the final package, a written decision of **"Final Approval or Denial"** will be provided. Approval, if granted, is valid only if such approval is granted in **writing** and signed by an NHRA official.

At any time during the acceptance process should the design, configuration, dimensions/tolerances, material, or manufacturing processes of the component(s) change; the NHRA should be notified in **writing** immediately. At any time during the process the NHRA reserves the right to accept or deny the component(s) based upon the information that is submitted. NHRA rules may be added, deleted and/or amended at any time during the process that might affect the design, configuration, dimensions/tolerances, or material of the submitted component(s). It is the manufacturer's responsibility to stay abreast of all NHRA rule changes that may affect the submitted component(s). All communications during the process will not be considered official unless it is stated in **writing** by the NHRA or the manufacturer.

Once final approval has been provided by the NHRA, should the design, configuration, dimensions/tolerances, material, weight or manufacturing process(es) of the approved component(s) change; the NHRA technical department **must** be notified in **writing** prior to the modified component being run in NHRA competition. All costs incurred by the NHRA throughout the component acceptance process will be the manufacturer's responsibility.

Throughout this acceptance process the NHRA will make every reasonable effort to provide timely responses to questions and to provide timely approvals or denials to the various steps but makes no promises that components will be receive final approval in time to start a given race season.