



## Rules & Regulations

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To view a matrix that compares the various divisions of competition, please visit [www.termpro.com/dbdrag/rules](http://www.termpro.com/dbdrag/rules).

Pink Text indicates changes from previous year

Blue Text applies only to the Street Division

Teal Text applies only to the Street Max Division

Green Text applies only to the Super Street Division

Red Text applies only to the Extreme Division

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### dB Drag Racing Competition

dB Drag Racing is an auto sound competition format where competitors compete against one another to see who has the loudest car stereo system. This is the fundamental basis for a dB Drag Racing event.

The dB Drag Racing Association (dBDRRA) has gone to great lengths to insure that the rules for competing in dB Drag Racing are as comprehensive and unambiguous as possible. Even so, there will invariably be times when a particular application or installation will fall outside the scope of this rulebook. When those occasions arise, it is the responsibility of the head judge to make a determination as to whether the incident in question abides by the "spirit" of dB Drag Racing competition. As a competitor, it is your responsibility to understand the rules contained in this book and to abide by any decisions rendered by the head judge.

### dB Drag Racing Creed

- I will never operate my system in a manner that will disturb those around me.
- I will never operate my system in a manner that could result in injury.
- I will never operate my system in violation of the law.
- I will do my best to represent the sport of dB Drag Racing in a positive fashion.
- I will conduct myself in a professional manner while participating at events.
- I will do my best to support those companies and retailers who support our sport.
- I will always abide by the dB Drag Racing rules when competing and will do my best to insure that others abide by the rules as well.

## **Safety Guidelines**

The safety of the competitors, judges, and bystanders at a dB Drag Racing event are of paramount importance. As the operator of the competition vehicle and its sound system, the competitor has a tremendous responsibility both to himself and to those around him with regards to safety. Competitors should clearly understand the following issues prior to participating in a dB Drag Racing event.

- Operation of a motor vehicle is inherently dangerous. You **MUST** insure that the operation of your vehicle will not endanger yourself or those around you. Please adhere to all local laws and verify that your pathway is clear before moving your vehicle. Although officiating staff members may sometimes offer assistance in moving and/or directing traffic, the responsibility for the operation of the competition vehicle ultimately lies with the competitor.
- Auto sound systems are capable of producing high sound pressure levels. Exposure to high sound pressure levels may cause hearing damage. **NEVER** operate your sound system in such a manner as to expose yourself or others to high sound pressure levels. In addition, listening to your sound system at high volumes while driving may prevent you from hearing emergency vehicles, vehicle or train horns, etc. Always operate your sound system in accordance with local laws and never operate your sound system in a manner that could interfere with the safe operation of your vehicle. This includes making adjustments to your sound system while you are driving.
- Custom auto sound installations may affect the safety and/or integrity of your vehicle. Although some competitors may elect to have their sound system installed by others, it is ultimately the competitor's responsibility to validate that his or her installation is safe. Particular care should be taken with regards to electrical wiring. All power wires should be fused directly at the battery to minimize the risk of a fire hazard. Sound components such as speakers, amplifiers, enclosures, etc. should be fastened to the vehicle in such a way as to prevent them from causing injury or damage in the event of an accident. Vehicles that have been structurally modified to accommodate the sound system or vehicles that exceed the maximum gross weight limits as detailed in the vehicle's operating manual should never be driven on public streets or highways.

The dB Drag Racing Association and its affiliates are not qualified to determine the safety and/or legality of a given competition vehicle. This responsibility lies with the competitor. As such, the dB Drag Racing Association and its affiliates cannot be responsible for any accidents, damages, or injuries that occur at a dB Drag Racing event. By participating in a dB Drag Racing event, the competitor agrees to take full responsibility for his or her actions and any accidents, damages, or injuries that may occur. The dBDRRA strongly encourages competitors to operate their vehicles and sound systems in a manner that is consistent with local laws. Flagrant disregard for safety will result in disqualification and subsequent ejection from the event.

## Section 1 - General Rules

1-1 Competitors may use the program material of their choice while competing.

### *Additional Guidelines:*

- The program material being played must originate from a source unit that is specifically designed for installation and operation in a 12-Volt auto sound environment. This includes cassette decks, CD players and changers, DVD players and changers, VCR's and VCP's, MP3 units, AM / FM / Satellite radio tuners, and any other playback device that is specifically designed for installation and operation in a 12-Volt auto sound environment.
- The program material may consist of music, test tones, or any other type of recorded audio signal.
- The program media may be from a commercial source (such as a CD you purchase) or a custom, homemade recording.
- Tone generators, frequency multipliers, harmonizers, etc. are prohibited.

### *Exceptions:*

- Competitors must use the officially approved dB Drag Racing competition at all multi-point events. If an event takes place prior to the release of the official CD, then the previous year's CD may be used in the interim. (Please visit [www.termpro.com/dbdrag/rules](http://www.termpro.com/dbdrag/rules) for more information regarding the current season's officially approved CD.)
- Competitors are limited to playing frequencies between 20 and 80 Hz at all multi-point events. If a competitor's highest SPL is achieved at a frequency below 20 Hz or above 80 Hz, then that competitor's score will be disallowed. If the violation occurs during the qualifying rounds, the competitor may be granted a retry at the sole discretion of the head judge. If the violation occurs during the elimination rounds, the competitor will be eliminated from the competition, regardless of the competitor's score.

1-2 Adjustments to the sound system may be made while the vehicle is being metered as long as no other applicable rules are violated during the adjustment process. (Metering is the process where the Sound Pressure Level or SPL of your vehicle is measured.)

1-3 The contestant's vehicle may be running while in the judging lanes as long as the following conditions apply:

- The contestant is competing in the **Street Stock**, Super Street or Extreme Divisions of competition. Contestants competing in the Street and Street Max Divisions are prohibited from running their vehicles while in the judging lanes. (Please see Section 2 for a complete description of the Competitor Classification System.)
- Operation of the vehicle or sound system must not endanger the judge, competitor, spectators, or any real or personal property on the premises.
- The vehicle's parking brake must be set.
- The wheels must be chocked.
- The hood must be closed.
- The maximum engine idle speed must not exceed 2000 RPM.
- A remote "engine kill switch" must be easily accessible from outside of the vehicle for those competitors that are bolting (clamping, strapping, etc.) the doors of the vehicle closed while in the judging lanes.

It is the competitor's responsibility to comply with the conditions listed above. Competitors found to be in violation of one or more of these conditions may be eliminated from the competition.

- 1-4 The contestant must be outside of the vehicle while the vehicle is being metered and all doors, windows, and other openings to the vehicle must remain closed during this time.

*Exception* - Competitors may remain inside of the vehicle during metering provided:

- They wear adequate hearing protection at all times. Removal of the hearing protection while inside of the vehicle will result in immediate disqualification.
- The competitor's maximum SPL never exceeds 140 dB. A measured SPL in excess of 140 dB will be recorded as 140 dB.
- The competitor must sign a dB Drag Racing entry form that includes a waiver stating that the competitor understands that "exposure to high sound pressure levels may result in temporary or permanent hearing loss".

- 1-5 When the SPL metering process begins, contestants will have 30 seconds to achieve their highest Sound Pressure Level (SPL). The SPL metering equipment will record and save each competitor's high score during this 30 second judging interval.

- 1-6 Contestants may not open their vehicle during the metering process. If a contestant opens his or her vehicle while being metered, the competitor's score shall be nullified. If the violation occurs during the qualification rounds, the competitor may be granted a retry at the discretion of the head judge. If the violation occurs during the elimination rounds, the competitor in violation shall forfeit the round.

## **Section 2 - Competitor Classification System**

Competitors are classified by the nature of the components in their sound system and the extent to which their vehicle has been modified. For specific limitations regarding vehicle modifications for each division, refer to Sections 3-5 later in this rulebook.

- 2-1 The dBDRS considers speakers with advertised maximum diameters of 10 inches or larger to be woofers.
- 2-2 All of the woofers in a vehicle (10 inches and larger) will be counted when determining what class a competitor should compete in.

*Additional Guidelines:*

- Every woofer in an Isobaric or Compound configuration shall be counted.
- Hidden woofers (such as those found in Bandpass enclosures) shall be counted.
- Passive radiators, ports, and vents are not considered to be woofers, and therefore will not be counted as such.
- If the largest speaker in the contestant's sound system is smaller than 10 inches (25.4 cm) in diameter, then all of the speakers that are being used to produce bass shall be treated as woofers.

- 2-3 "Token" woofers are strictly prohibited. If a competitor has installed woofers in such a manner as to circumvent the competitor classification system, the competitor may be re-classified or disqualified at the sole discretion of the head judge.

*Example:*

- A competitor who normally competes in the Super Street 1-2 class shows up at an event and decides that his normal class is too competitive for his taste. In an effort to circumvent the competitor classification system and move up into the Super Street 3-4 class, the competitor borrows 2 woofers and then lays them in the back of his vehicle. Now, there are a total of 4 woofers in the vehicle, even though the 2 woofers he just "installed" are not a legitimate part of the sound system. Activities such as this are strictly prohibited.

2-4 Each **competition vehicle** may compete in one, and only one class at each dB Drag Racing event.

*Additional Guidelines:*

- Competitors may not enter the same vehicle in more than one class at a dB Drag Racing event, nor may a competitor enter more than one vehicle at the same show.
- **Competitors may enter multiple vehicles at a dB Drag Racing event provided that no two vehicles are entered into the same class and provided that each vehicle is entered under a unique competitor name.**
- Competitors may not send out a "fleet" (2 or more) of vehicles to compete in an attempt to circumvent the point's accrual requirements for the World Finals.
- Competitors must accompany their vehicle at each event. In other words, a competitor may not send his vehicle to an event with a friend in order to compete while he stays at home.

2-5 This section contains basic information regarding competitor classification based on the equipment installed in the contestant's vehicle. For specific limitations regarding vehicle modifications for each division, refer to Sections 3-6 later in this rulebook. For a quick overview of each class please refer to the dB Drag Racing Class Matrix.

The standard classes for dB Drag Racing are as follows...

**Street Stock Division**

The Street Stock classes are intended for normal, aftermarket auto sound systems. The equipment permitted in these classes is restricted to the "consumer-grade" components that are sold every day at auto sound retail establishments. Veteran contestants, competition teams, and "hardcore" competitors are encouraged to compete in one of our other divisions.

- Only amps and woofers on the currently approved dB Drag Racing product list may be used.
- Vans, CRX's, Panda's (or Panda derivatives), and commercial vehicles are prohibited from competing in the Street Stock Division.
- Contestants must play music when competing. Test tones (or songs containing test tones) are prohibited.
- **Street Stock A Class** - A maximum of 1 subwoofer amplifier (or 2 externally bridged monoblock amplifiers) may be used. A maximum TOTAL of 4 electrical conductors per sub may be used to connect the amplifier to the woofer(s). (Please see the definitions section for more detail regarding conductors.)
  - One 15-inch woofer
  - OR a maximum of two 12-inch woofers
  - OR a maximum of three 10-inch woofers

- OR a maximum of four 8-inch woofers
- **Street Stock B Class** - A maximum of 2 subwoofer amplifiers (or 4 externally bridged monoblock amplifiers) may be used. A maximum TOTAL of 4 electrical conductors per sub may be used to connect the amplifier(s) to the woofer(s). (Please see the definitions section for more detail regarding conductors.)
  - One 18-inch woofer
  - OR a maximum of two 15-inch woofers
  - OR a maximum of four 12-inch woofers
  - OR a maximum of six 10-inch woofers
  - OR a maximum of eight 8-inch woofers

### Street Division

The Street classes are intended as a migration path for more advanced contestants. The rules in this division are stricter than those found in the Street Stock division and a greater variety of products (including "competition-grade" components) may be used.

- Cargo vans and commercial vehicles are prohibited from competing in the Street Division.
- **Street A Class** – A maximum of 1 subwoofer amplifier may be used. A maximum TOTAL of 2 electrical conductors may be used to connect the amplifier to the woofer(s). (Please see the definitions section for more detail regarding conductors.)
  - One 12-inch woofer
  - OR a maximum of two 10-inch woofers
  - OR a maximum of three 8-inch woofers
- **Street B Class** – A maximum of 1 subwoofer amplifier (or 2 externally bridged monoblock amplifiers) may be used. A maximum TOTAL of 2 electrical conductors may be used to connect the amplifier(s) to the woofer(s).
  - One 15-inch woofer
  - OR a maximum of two 12-inch woofers
  - OR a maximum of three 10-inch woofers
  - OR a maximum of four 8-inch woofers
- **Street C Class** – A maximum of 2 subwoofer amplifiers (or 4 externally bridged monoblock amplifiers) may be used. A maximum TOTAL of 4 electrical conductors may be used to connect the amplifier(s) to the woofer(s).
  - One 18-inch woofer
  - OR a maximum of two 15-inch woofers
  - OR a maximum of four 12-inch woofers
  - OR a maximum of six 10-inch woofers
  - OR a maximum of eight 8-inch woofers

#### *Additional Guidelines for the Street Division:*

- Amplifiers used for non-subwoofer applications will not be counted.

- Amplifiers that are constructed in such a way as to circumvent the amp quantity limitation may be prohibited from use in this division or may count as multiple amplifiers. (Please see Section 14 for more information on amplification.)

### Street Max Division

The Street Max class retains the "normal use" restrictions associated with the Street division while allowing the contestant to utilize a "wall" in his or her installation.

- **Street Max Class** – 1-4 Woofers. A maximum of 2 subwoofer amplifiers (or 4 externally bridged monoblock amplifiers) may be used. A maximum TOTAL of 4 electrical conductors may be used to connect the amplifier(s) to the woofer(s).

*Additional Guidelines for the Street Max Division:*

- Amplifiers used for non-subwoofer applications will not be counted.
- Amplifiers that are constructed in such a way as to circumvent the amp quantity limitation may be prohibited from use in this division or may count as multiple amplifiers. (Please see Section 14 for more information on amplification.)

### Super Street NW Division

The Super Street NW class is designed for those contestants wishing to maximize the equipment in their installs without building a wall or moving into the Super Street or Extreme divisions.

- **Super Street NW Class** - 1+ Woofers. A maximum of 4 subwoofer amplifiers (or 8 externally bridged monoblock amplifiers) may be used. A maximum TOTAL of 8 electrical conductors may be used to connect the amplifier(s) to the woofer(s). A maximum of 4 conductors may be attached to each woofer

*Additional Guidelines for the Super Street NW Class:*

- Amplifiers used for non-subwoofer applications will not be counted.
- Amplifiers that are constructed in such a way as to circumvent the amp quantity limitation may be prohibited from use in this division or may count as multiple amplifiers. (Please see Section 14 for more information on amplification.)

### Super Street Division

The Super Street classes are designed for contestants wishing to maximize the equipment in their vehicles without making the structural modifications required for the Extreme division. It is not uncommon to find "veteran", "hardcore" contestants participating in these classes. "Competition-grade" components are normally used for Super Street.

- **Super Street 1-2 Class** - 1-2 Woofers. A maximum of 4 conductors may be attached to each woofer
- **Super Street 3-4 Class** - 3-4 Woofers. A maximum of 4 conductors may be attached to each woofer
- **Super Street 5+ Class** - 5+ Woofers. A maximum of 4 conductors may be attached to each woofer

### Extreme Division

The Extreme classes are intended for contestants wishing to take their systems to the very limits of technology and beyond. Typically, only the most veteran contestants participate in these classes on a professional level.

- **Extreme 1 Class** - 1 Woofer. A maximum of 4 conductors may be attached to each woofer
- **Extreme 2 Class** - 2 Woofers. A maximum of 4 conductors may be attached to each woofer
- **Extreme 3+ Class** - 3+ Woofers. A maximum of 4 conductors may be attached to each woofer

### Optional Classes

The following classes are not offered at the World Finals.

- **Freestyle** - This class is intended for "first-time" contestants only. Typically, there are no rules in this class except that once you win, you must move up into one of the standard classes listed above.
- **Monster** - This class is intended as an "exhibition" class only.

## **Section 3 - Passenger Compartment Regulations**

- 3-1 The passenger compartment and listening / measurement compartment shall be one and the same. (Intent: Measurements should be taken inside the passenger compartment.)
- 3-2 No partitions or other barriers may divide or compartmentalize the passenger compartment. (Intent: The listening environment should approximate that found in a typical vehicle.)
- 3-3 The windshield and front doors to the vehicle must function as an unobstructed boundary to the passenger compartment. (Intent: The listening environment should approximate that found in a typical vehicle, where the doors and the windshield act as "walls" to the listening environment.)
- 3-4 The size (air volume) of the passenger compartment may not change during competition. (For example: The subwoofer enclosure cannot move forward, airbags may not be deployed, etc.)
- 3-5 The cabin of the vehicle may not be "pressurized" or "de-pressurized" with a gas or fluid of any type. In addition, the air inside of the cabin may not be replaced with a gas or fluid of any type.
- 3-6 Nothing must interfere with the placement of the measurement sensor or the use of the sensor placement jig.
- 3-7 All reflective surfaces, with the exception of the windshield and dashboard, must be located a minimum of 12 inches (30.48 cm) from the measurement sensor. (Intent: Reflective surfaces shall not interfere with the measurement equipment.) For clarification purposes, the dBDR considers any surface greater than 3/8" (9.525 mm) in width to be a reflective surface.

- 3-8 The extent to which modifications to the passenger compartment are allowed is limited by the division a competitor is competing in. (See Section 2 entitled, "Competitor Classification System" earlier in this rulebook for a complete listing of competition divisions and classes.)

*Additional Guidelines:*

- For clarification purposes, the dBDRR uses the term "modification" to describe changes to the vehicle that have been made in order to accommodate the sound system or to improve the competitor's score.

Some examples of passenger compartment modifications include:

- Replacing the OEM glass
- Replacing the OEM dashboard
- Replacing the OEM seats
- Reinforcing the door panels
- Floor build-ups and roof build-downs
- Removing or replacing the OEM center console

*A Special Note on Equivalent Replacements:*

- There are several areas in the rulebook where the term "equivalent replacement" is used. The dBDRR considers an equivalent replacement to be a replacement that closely resembles the OEM product it replaces in both form and function. This includes structural rigidity, cosmetics, and size.

*Example:*

If a competitor is replacing the door panel on a vehicle, it would be acceptable for the replacement to be made of 1/8-inch (3.175 mm) thick fiber board covered with upholstery material, since the structural rigidity, cosmetics, and size of the replacement panel are similar to those of the original panel. On the other hand, a replacement panel made from 1-inch (2.54 cm) thick MDF would not be permissible because the structural rigidity of the replacement panel is different from that of the original. Please note that in this example it is not the thickness of the replacing material that dictates what is or is not acceptable. Rather, it is the similarity of the structural rigidity that was used as the metric.

*A Special Note on the Installation of Speakers other than Woofers:*

- Speakers that are less than 10 inches in maximum diameter may be installed anywhere in the vehicle, provided their installation does not violate any other existing rule.
- It is permissible to strengthen door panels at the location where speakers are installed in the doors.
- Door pods are also permissible, as are custom fiberglass "build-outs" or other modifications that are made in order to accommodate speakers in the installation location.

*General Restrictions Regarding Sound Damping Materials:*

- Sound damping materials may be used to reduce vibration when installed in accordance with the manufacturer's recommended installation instructions. In certain dB Drag Racing divisions the maximum amount of damping material that

may be used at a given location is limited. (See the Passenger Compartment Restrictions section for each division for specific limitations.) Some examples of these limitations are given below.

*Street Division Examples:*

A Street Division competitor may use 2 layers of damping material on the inside sheet metal of his roof. However, the competitor may not use 2 layers of damping material on his roof and another 2 layers on the backside of his fiberboard headliner because this would result in a total of 4 layers of damping material in this location.

A Street Division competitor may use 1 layer of damping material on the inside sheet metal of his door and another layer of damping material on the backside of his door panel because 2 layers of damping material are allowed at any given location. On the other hand, the competitor may not use 2 layers of damping material on the inside sheet metal of the door and another 2 layers of damping material on the backside of the door panel because this would result in a total of 4 layers in the door location which is prohibited.

*General Restrictions Regarding Seats:*

- Go-Cart seats, arcade game seats, dune buggy seats, etc. are not considered equivalent OEM seat replacements because they do not closely resemble the OEM seat in structural rigidity, cosmetics, or size.
- Seats must be bolted in the OEM locations of the vehicle with the exception of the Extreme Division.
- A minimum separation of 12 inches (30.48 cm) must be maintained between the seat and the sensor location at all times.
- If a seat originally came with a headrest then the headrest must remain attached to the seat during competition.

**Street Stock Division Passenger Compartment Restrictions**

3-9a Nothing in the sound system may interfere with the normal use and / or operation of the vehicle in front of the B-Pillar.

3-9b Seats may be folded for competition, but may not be removed from the vehicle. Competitors who fold their seats must be able to demonstrate that the installation of the sound system does not interfere with the normal operation of the seats that were folded.

**Street Division Passenger Compartment Restrictions**

3-10a Modifications to the passenger compartment are prohibited.

*Additional Guidelines:*

- The OEM headliner (or an equivalent replacement) must remain in place. Grille cloth, box carpet, etc. may not be attached directly to the sheet metal of the roof in lieu of the headliner.
- The OEM door panels (or an equivalent replacement) must remain in place.
- The OEM carpeting (or an equivalent replacement) must remain in place.
- Cut-throughs in pickup trucks are not permitted.
- Sound damping materials may be used to reduce vibration when installed in accordance with the manufacturer's recommended installation instructions. The

maximum total thickness of sound damping material applied at any given location may not exceed 5/32 inch (4mm). The sound damping application may consist of mat-type material, spray-on material, or a combination of the two. A maximum of 2 layers of mat-type material may be used at any given location, even if the total thickness of the sound damping material(s) is less than 5/32 inch (4mm).

- Expanding foam may be used sparingly throughout the vehicle to seal small openings or reduce vibration, but may not be used to fill voids or other large cavities (such as the dashboard or doors).

3-10b Nothing in the sound system may interfere with the normal use and / or operation of the vehicle.

3-10c Seats may be folded for competition, but may not be removed from the vehicle. Competitors who fold their seats must be able to demonstrate that the installation of the sound system does not interfere with the normal operation of the seats that were folded.

*Additional Guidelines:*

- If a vehicle has more than 2 rows of seating, then the additional rows (3+) may be removed at the competitor's discretion.

3-10d If the vehicle is an extended-cab or king-cab pickup truck, then the "normal use" restriction for "jump seats" that are located behind the front seat of the pickup is waived.

*Additional Guidelines:*

- This waiver only applies to pickups that have "jump seats" located behind the front seat. The dBDRA defines a "jump seat" as an OEM seat that was designed to be folded up against the side or back of the pickup's passenger compartment.
- Jump Seats may not be removed from the pickup, but they may be folded in order to accommodate the sound system.

### **Street Max Division Passenger Compartment Restrictions**

3-11a Modifications to the passenger compartment from the B-Pillar forward are prohibited.

*Additional Guidelines:*

- The OEM headliner (or an equivalent replacement) must remain in place for those areas in front of the B-Pillar.
- The OEM door panels (or an equivalent replacement) must remain in place for those areas in front of the B-Pillar.
- The OEM carpeting (or an equivalent replacement) must remain in place for those areas in front of the B-Pillar.
- Sound damping materials may be used to reduce vibration when installed in accordance with the manufacturer's recommended installation instructions. The maximum total thickness of sound damping material applied at any given location may not exceed 5/32 inch (4mm). The sound damping application may consist of mat-type material, spray-on material, or a combination of the two. A maximum of 2 layers of mat-type material may be used at any given location, even if the total thickness of the sound damping material(s) is less than 5/32 inch (4mm).
- Expanding foam may be used sparingly in front of the B-Pillar to seal small openings or reduce vibration, but may not be used to fill voids or other large cavities (such as the dashboard or doors).

3-11b The front seats in the vehicle may be folded during competition. The rear seats may be folded OR removed from the vehicle.

### **Super Street Division Passenger Compartment Restrictions**

3-12a Modifications to the passenger compartment from the B-Pillar forward are prohibited.

#### *Additional Guidelines:*

- The OEM headliner (or an equivalent replacement) must remain in place for those areas in front of the B-Pillar.
- The OEM door panels (or an equivalent replacement) must remain in place for those areas in front of the B-Pillar.
- The OEM carpeting (or an equivalent replacement) must remain in place for those areas in front of the B-Pillar.
- Sound damping materials may be used to reduce vibration when installed in accordance with the manufacturer's recommended installation instructions. For those areas located in front of the B-Pillars, the maximum total thickness of sound damping material applied at any given location may not exceed 5/32 inch (4mm). The sound damping application may consist of mat-type material, spray-on material, or a combination of the two. A maximum of 2 layers of mat-type material may be used at any given location, even if the total thickness of the sound damping material(s) is less than 5/32 inch (4mm). For those areas located behind the B-Pillars, an unlimited amount of sound damping material(s) may be used.
- Expanding foam may be used sparingly in front of the B-Pillars to seal small openings or reduce vibration, but may not be used to fill voids or other large cavities (such as the dashboard or doors). An unlimited amount of expanding foam may be used behind the B-Pillars.

3-12b Competitor's may fold or remove any of the seats in the vehicle.

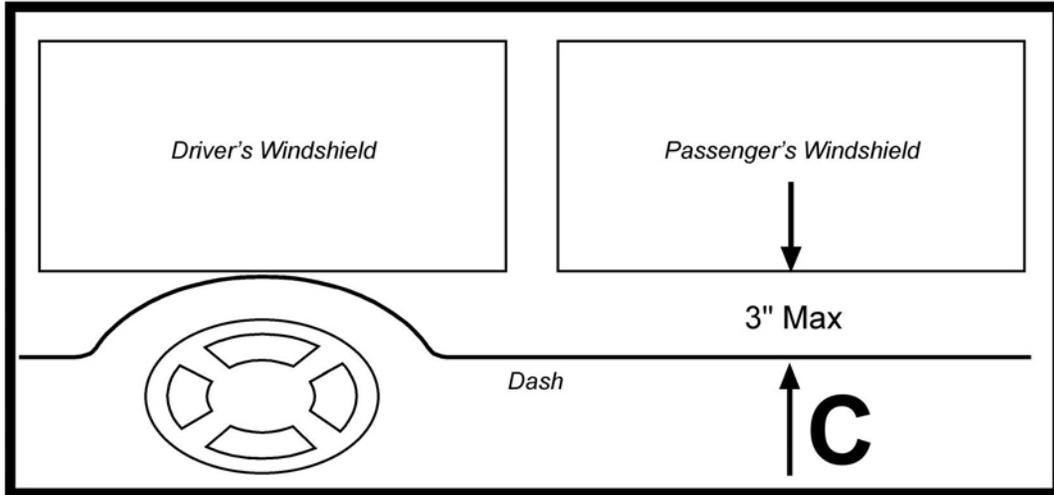
### **Extreme Division Passenger Compartment Restrictions**

The following restrictions outline what each competitor **MUST** do and what each competitor **MAY** do. All other modifications to the passenger compartment are prohibited.

3-13a Each vehicle **MUST** have a dash.

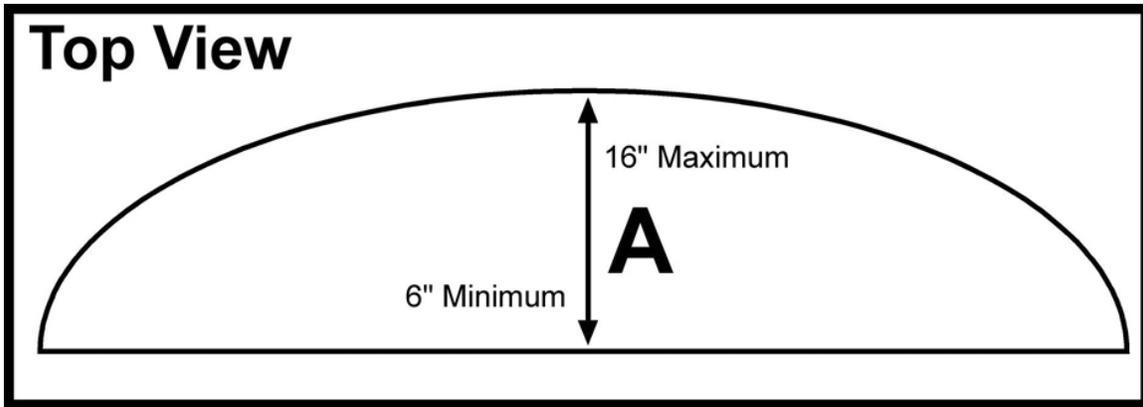
#### *Additional Guidelines:*

- If the dash is an OEM dash, then no external modifications to the dash may be made. (Filling the dash with expanding foam or another material for structural reinforcement purposes and/or internal bracing is acceptable as long as no other applicable rules are violated.) Vehicles incorporating the OEM dash are exempt from the following guidelines with the exception of the final bullet point which discusses the relationship between the dash and the windshield.
- The highest point of the top of the dash may not extend above the horizontal plane defined by the bottom of the windshield.
- The lowest point of the top of the dash may not be located any lower than 3 inches (7.62 cm) below the horizontal plane defined by the bottom of the windshield.



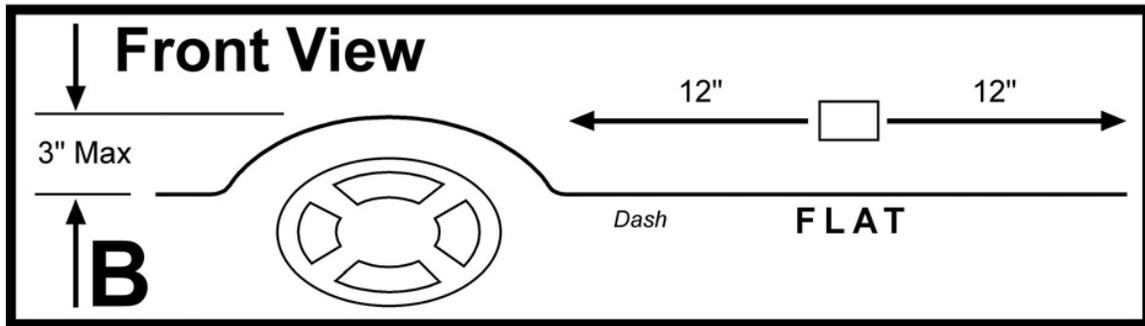
**C = 3" Maximum**

- The minimum depth of the dash at the center of the vehicle shall be 6 inches (15.24 cm) when measured from the edge of the dash to the windshield. The maximum depth shall be 16 inches (40.64 cm).



**A = 6" Minimum / 16" Maximum**

- The plane of the dash bounded in the front by the firewall, in the back by the trailing edge of the dash, and for a distance of 12 inches to the left and 12 inches to the right (measured horizontally) of the sensor placement location must be completely flat with respect to the ground.



**B = 3" Maximum**

- The dash must be completely solid (with no holes or perforations) and must extend front-to-back from the firewall to the trailing edge of the dash, and side-to-side from the windshield pillar on the driver's side to the windshield pillar on the passenger side.
- The trailing edge of the dash (the edge of the dash that faces the passenger compartment) must be straight and perpendicular to the centerline of the vehicle when viewed from the top.
- The relationship between the dash and the windshield shall be such that the sensor can be placed on the windshield and the proper distances from the sensor to the dash (4 inches or 10.16 cm) and the sensor to the windshield pillar (12 inches or 30.48 cm) can be achieved.

3-13b Each vehicle MAY have a center console.

*Additional Guidelines:*

- The center console may not exceed the height of the lowest part of the top of the dash.
- A minimum "open space" distance of 13 inches (33.02 cm) MUST be provided at ALL points between each side of the center console and each door. (Measured horizontally and perpendicular to the centerline of the vehicle.)
- Center consoles must not interfere with the "String Test". Competitors may "notch" their consoles or make the console easily removable to comply with this requirement.
- If no center console is present, then the 13 inches (33.02 cm) closest to each door will be treated as the open space area.

3-13c Competitors MAY construct a roof build-down if desired.

*Additional Guidelines:*

- The build-down may not extend more than 3 inches (7.62 cm) below the top of the door jamb.
- For those locations in front of the door (between the door and the windshield) and behind the door (between the door and the baffle board), the roof build-down may not extend more than 3 inches (7.62 cm) below the lowest part of the top of the door jamb. For doors with curved door openings, the reference point shall be defined as the intersection between two imaginary lines as shown in Figure 3-13c.

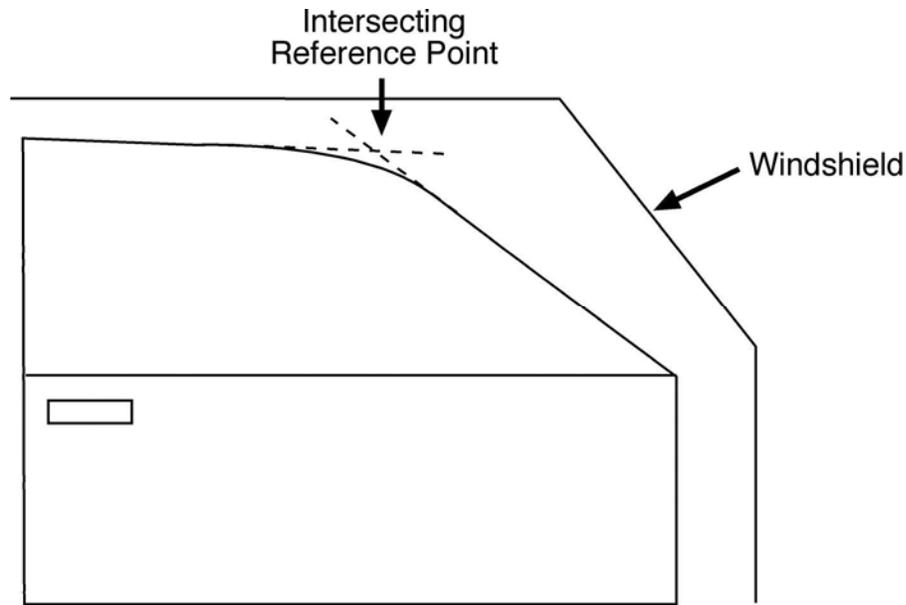


Figure 3-13c – Intersecting Reference Point for curved door openings.

3-13d Competitors MAY construct floor build-ups.

3-13e Competitors MAY construct a removable or flip-down panel(s) to cover the OEM foot wells.

*Additional Guidelines:*

- In the interest of safety, competitors are encouraged not to modify the vehicle's OEM foot pedals (accelerator pedal, brake pedal, clutch, and parking brake).

3-13f Competitors MUST maintain a minimum 30 inch (76.2 cm) vertical separation between the headliner (roof build-down) and the floor (floor build-up) at ALL locations within the passenger compartment except over the center console and the dash.

*Additional Guidelines:*

- A 30-inch (76.2 cm) rod will be used to determine compliance. The judge will hold the rod vertically and move it around inside of the passenger compartment. If the rod's movement is impeded, then the vehicle fails compliance with this rule.
- Bracing located outside of the "open space" area defined in section 3-13b shall not constitute an impediment to this test.

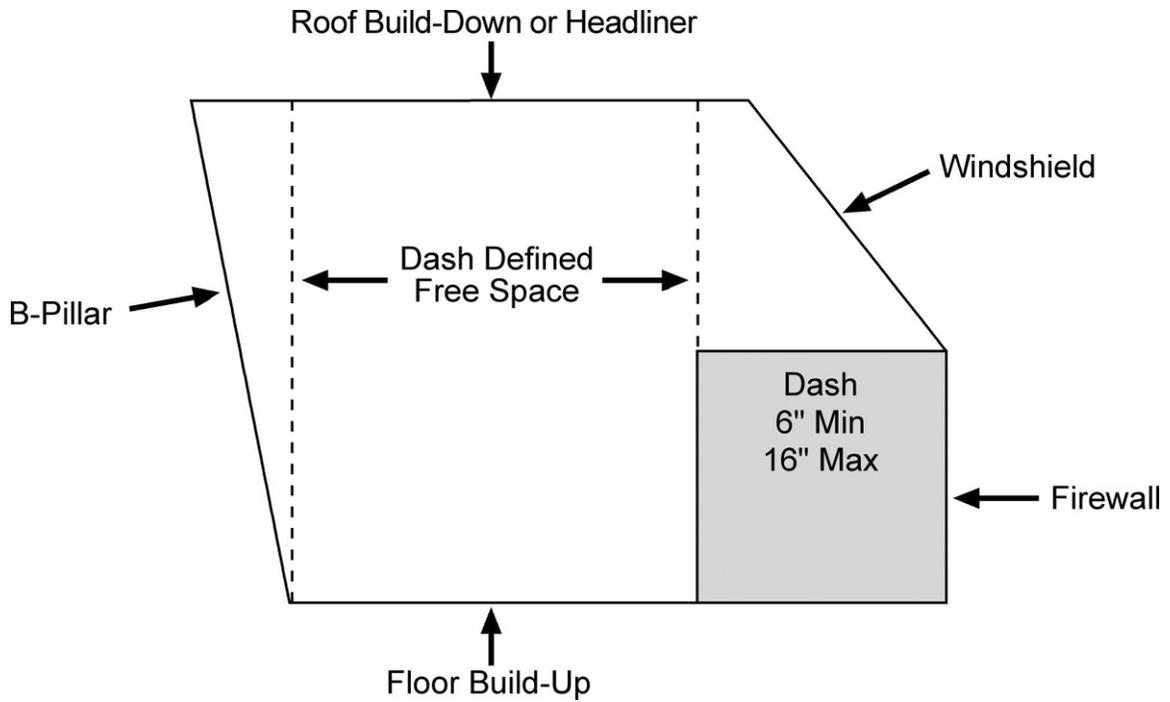


Figure 3-13f1 – In the above example, the top trailing edge of the dash defines the vertical plane that is used to establish the front-to-back Free Space area. (Note how the dash is NOT located completely beneath the OEM windshield location.) Not to Scale.

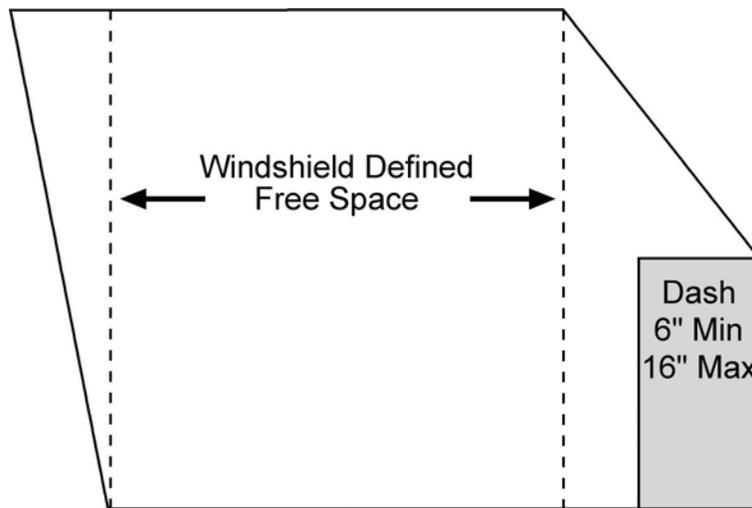


Figure 3-13f2 – In the above example, the OEM top windshield frame defines the vertical plane that is used to establish the front-to-back Free Space area. (Note how the dash is located completely beneath the OEM windshield location.) Not to Scale.

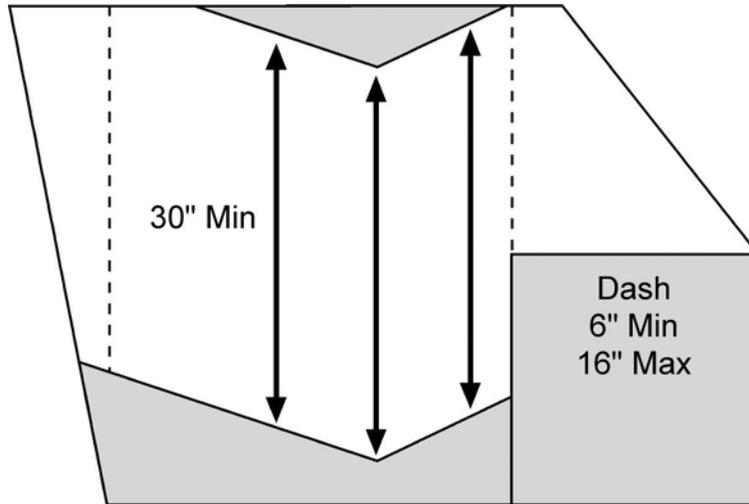


Figure 3-13f3 – In the above example, the top trailing edge of the dash defines the vertical plane that is used to establish the front-to-back Free Space area. This example also depicts how changes to the roof build-down and floor build-up can be made provided a minimum vertical distance of 30 inches is maintained. Not to Scale.

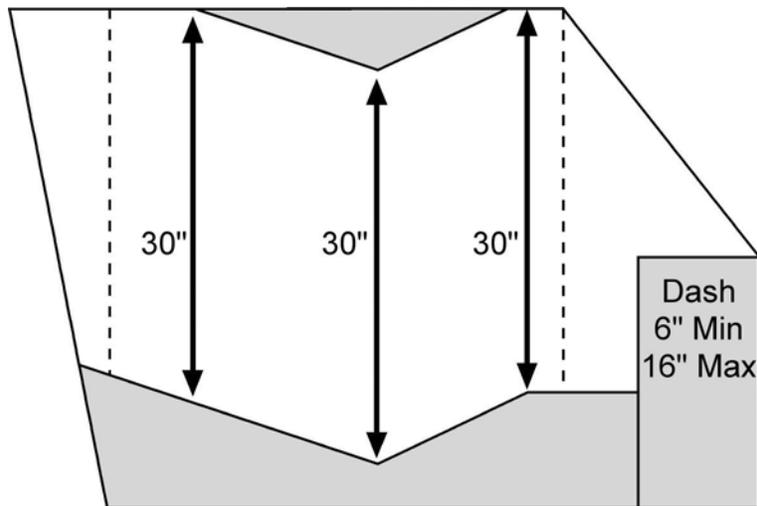


Figure 3-13f4 – In the above example, the OEM top windshield frame defines the vertical plane that is used to establish the front-to-back Free Space area. This example also depicts how changes to the roof build-down and floor build-up can be made provided a minimum vertical distance of 30 inches is maintained. Not to Scale.

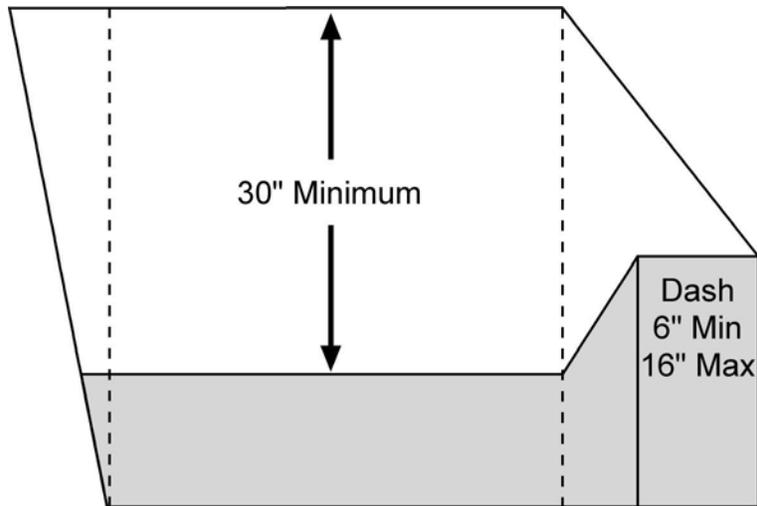


Figure 3-13f5 – In the above example, the OEM top windshield frame defines the vertical plane that is used to establish the front-to-back Free Space area. Note the ramp that is used to transition from the trailing edge of the dash to the floor build-up. The “Rod Test” will be applied within the Free Space area bounded by the dashed lines. Not to Scale.

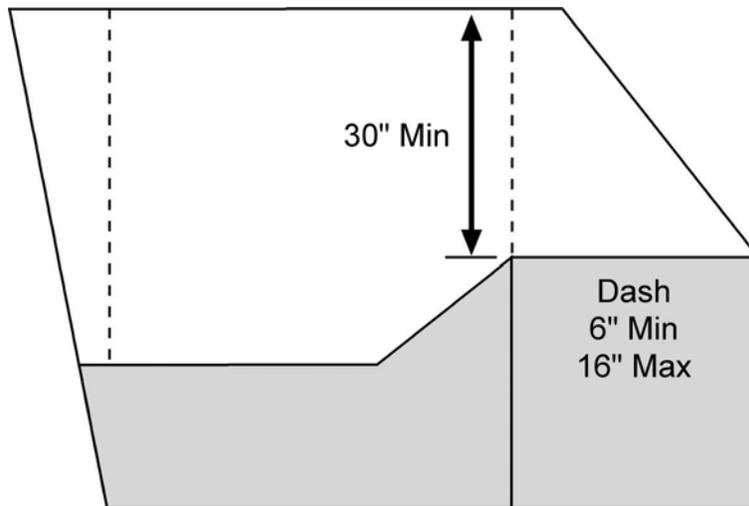


Figure 3-13f6 – In the above example, the top trailing edge of the dash defines the vertical plane that is used to establish the front-to-back Free Space area. Note the “ramp” that is used to transition from the trailing edge of the dash to the floor build-up. The “Rod Test” will be applied within the Free Space area bounded by the dashed lines. Not to Scale.

3-13g Competitors MAY build-out their door panels if desired.

*Additional Guidelines:*

- The maximum distance the build-out may extend into the passenger compartment is 6 inches (15.24 cm). (Measured from the sheet metal of the door where the OEM door panel was originally attached.)
- Cavities in doors are prohibited. (A cavity is a negative build-out that protrudes into the door’s interior space.)

3-13h Competitors MAY install bracing if desired.

*Additional Guidelines and Examples:*

- The maximum aggregate width for all bracing in front of the B-Pillars is 6 inches (15.24cm). (To determine compliance with this guideline, find the widest point on each of your braces. Next, add these maximum widths together. The total value must be 6 inches (15.24 cm) or less.)
- The “open space” area defined in section 3-13b must remain free of bracing.
- If the brace “Y’s” into 2 or more arms, then the width of the brace shall be considered as either the sum of the widest point on each arm, or the maximum width of the single “leg”, whichever is larger.

*Example 1:* A competitor is using a single 4” x 4” brace from the roof to the floor. The widest dimension of the brace is 4 inches, so the competitor is in compliance.

*Example 2:* A competitor is using a single 2” x 4” brace from the roof to the floor. The widest dimension of the brace is 4 inches, so the competitor is in compliance.

*Example 3:* A competitor is using two 2” x 4” braces from the roof to the floor. The widest dimension on both braces is 4 inches. The maximum aggregate width for the competitor’s braces is  $4 + 4 = 8$  inches, which is more than is allowable.

*Example 4:* A competitor has a 2” x 2” brace from the dash to the ceiling, another 2” x 2” brace from the dash to the floor, and a 3<sup>rd</sup> 2” x 2” brace from the floor to the ceiling. The maximum aggregate width for the competitor’s braces is  $2 + 2 + 2 = 6$  inches, so the competitor is in compliance.

*Example 5:* A competitor is using two 3” diameter pipes from the floor to the ceiling. The widest dimension of each pipe is 3 inches. The maximum aggregate width for the competitor’s braces is  $3 + 3 = 6$  inches, so the competitor is in compliance.

## Section 4 - Vehicle Regulations

4-1 The vehicle must be driven into and out of the judging lanes.

*Additional Guidelines:*

- The vehicle’s motor must be used to propel the vehicle into and out of the judging lanes. (Starter motors, etc. may not be used as a means of propulsion.)

*Exception:*

- Some events may prohibit the operation of motor vehicles. In situations such as this, or when safety is an issue, compliance with this rule is waived.

4-2 The size and location of the vehicle’s doors must not be altered.

*Additional Guidelines:*

- Extreme competitors may install “bolt tabs” or a “bolt strip” (for securing the doors) along the perimeter of the door openings provided the maximum width of each tab or strip is less than 2 inches (5.08 cm). If a bolt tab or bolt strip is attached to the B-Pillar, it must be easily removable to permit compliance with the “string test”.
- The doorjambs may not be modified in an effort to circumvent the “string test” (see Section 6-2 later in this rulebook).
- As a minimum, the vehicle must have a door for the driver and another for the passenger. Each of these doors must be located in the traditional locations for the driver and passenger. (i.e. Opposite sides of the vehicle.) Exception: Vehicles that were originally manufactured with only one door. (i.e. Mail delivery jeep.)
- Adhesive foam tape may be used in lieu of the factory door seal. (You may use one or the other but not both.) The maximum thickness of the tape is limited to 0.5 inches (1.27 cm). This limitation does not apply to Extreme Division competitors.

4-3 This rule (4-3) applies to Extreme Division competitors only. The OEM glass in the windshield and / or side windows of the vehicle may be replaced with another material as long as that material approximates the location and functionality of the original equipment. (i.e. Plexiglas, bullet-proof glass, or another fully transparent material.)

*Additional Guidelines:*

- The “slant” of the replacing material must approximate that of the OEM glass.
- The maximum total thickness for any replacement material is 4 inches (10.16 cm).
- A uniform material thickness must be used for all windshield panels. (Each panel in the windshield must be of the same material and thickness.)
- A uniform material thickness must be used within each side window panel. (Each panel in a side window must be of the same material and thickness.) Consistency must only be maintained within a given window.
- The relationship between the dash and the windshield shall be such that the sensor can be placed on the windshield and the proper distances from the sensor to the dash (4 inches or 10.16 cm) and the sensor to the windshield pillar (12 inches or 30.48 cm) can be achieved
- The unobstructed viewing area for the front windshield must be 4 square feet (0.3716m<sup>2</sup>) or larger. The unobstructed viewing area must be symmetrical in nature, with equivalent transparent areas on both the driver and passenger sides of the vehicle. Important: Only areas of the windshield that are not impeded in any way will be considered unobstructed. This includes window tint.
- There is no limit to the number of external windshield braces that may be used as long as their existence does not violate other applicable rules.
- A secondary windshield and / or windows may be used in conjunction with the OEM glass as long as the maximum distance separating the two materials does not exceed ¼ inch (6.35 mm) at the center of the windshield and / or window.
- The unobstructed viewing area for the driver and passenger side windows must be 200 square inches (1290cm<sup>2</sup>) or larger (per window).
- Side windows do not need to be operational. (They don’t need to roll up or down.)
- Competitors who have replaced the passenger side windows with Plexiglas or another similar material must provide a 1-inch (2.54 cm) diameter hole (with stopper) through a transparent area of the material for the measurement sensor cable.

- 4-4 Modifications to the external OEM “skin” (body) of the vehicle are not permitted if the modification in question will result in a change in the vehicle’s interior volume. The dBDRRA defines the “skin” of the vehicle as the external shell (top, front, back, and sides) of the vehicle’s OEM body that gives the vehicle its distinctive appearance. This is also the part of the vehicle that is normally painted. The underside or undercarriage of the vehicle is not considered to be a part of the OEM “skin”.

*Additional Guidelines:*

- “Chop-tops” are prohibited.
- Non-OEM extended roofs are prohibited.
- Non-OEM vehicle extensions or “stretches” are prohibited.
- Cut-throughs in pickup trucks are permitted in the Street Max, Super Street, and Extreme Divisions provided the enclosure and / or other equipment that is located in the bed of the truck does not extend above the sidewalls of the bed. If the pickup has a commercially available camper shell, then the sidewall restriction does not apply. Homemade camper shells are strictly prohibited.
- Modifications that are strictly cosmetic in nature, or that do not affect the internal volume of the vehicle are permissible. This includes spoilers, hood scoops, air dams, fender flares, etc.
- Crushing in the roof or the doors of the vehicle in such a manner as to alter the vehicle’s interior volume is prohibited.
- External bracing on the skin of the vehicle is prohibited.

- 4-5 The officiating staff must be afforded a clear view inside of the vehicle when looking through the windshield and side windows of the vehicle. Window tint, stickers, or other materials which could occlude the judge’s view may not be placed on the windshield within a 6 inch (15.24 cm) radius of the sensor placement location.

## **Section 5 – Auto Sound Equipment Regulations**

All of the auto sound equipment used in the competitor’s sound system must satisfy the following guidelines:

- 5-1 All auto sound equipment must be designed for installation and operation in a 12-Volt auto sound environment.
- 5-2 All auto sound equipment must be (or have been) commercially available. The determination as to whether a product is (or was) commercially available shall be at the sole discretion of the dBDRRA.

*Additional Guidelines:*

- Equipment must be available for purchase through legitimate auto sound retailers. For clarification purposes, the dBDRRA defines a legitimate retailer as any business that is legally licensed to conduct auto sound related transactions, operates a retail establishment that is open for business at least 40 hours per week, and is a factory authorized dealer for the equipment in question.

- 5-3 All auto sound amplifiers must be linear in nature.

*Additional Guidelines:*

- The amplifiers used in the sound system should be designed for audio reproduction. For clarification purposes, the amplifier’s output waveform should

be a close facsimile to that of the input signal. In addition, the amplifier's output magnitude should be proportional to that of the input signal. All of these guidelines apply to frequencies between 20 and 80 Hz. The determination as to whether an amplifier is acceptable for use in dB Drag Racing competition shall be at the sole discretion of the dBDR.

- No embedded active power sources (such as batteries) may reside inside of the amplifier.

5-4 The program material must be reproduced using conventional loudspeakers (subwoofers). The determination as to whether a loudspeaker is acceptable for use in dB Drag Racing competition shall be at the sole discretion of the dBDR.

*Additional Guidelines:*

- The dBDR defines a conventional loudspeaker as a sound reproducing electro-mechanical transducer that incorporates a cone, surround, basket, and voice-coil.
- The loudspeaker must be powered directly by the audio amplifier(s).
- Loudspeakers incorporating servo mechanisms, actuators, or any other form of mechanically powered motor are specifically prohibited.
- A maximum of 4 electrical conductors may be connected to each woofer as long as no other applicable rules are violated.
- A maximum of 2 amplifiers may be connected to each coil on a woofer.
- Compressed air, explosive devices, etc. are expressly forbidden.

5-5 Auto sound equipment introduced less than 60 days prior to the Season Cut-Off date will not be permitted at the Finals or at ANY multi-point event. (Products must actually be shipping and commercially available at retailers 60 days prior to the deadline date.) Please visit [www.termpro.com/dbdrag/rules](http://www.termpro.com/dbdrag/rules) for specific deadline information.

5-6 Competition vehicles and auto sound systems may NOT be altered during competition at the Finals or at ANY multi-point event. Only damaged equipment may be replaced and the equipment being replaced may only be replaced with an equivalent component. The determination as to whether a product is an equivalent component shall be at the sole discretion of the dBDR.

*Exception:*

- At the World Finals, components may only be replaced with an identical (exact replacement – same brand and model) component.

*Additional Guidelines and Examples:*

- This rule does not apply to source units or signal processors.
- The period of time from which alterations are prohibited begins with the start of the event (registration) and ends with the awards ceremony at the conclusion of the event.
- You may replace a broken 400-Watt amplifier with another brand's 400-Watt amplifier. You may not replace a 400-Watt amp with a 1000-Watt amp. (The replacement amp's rated output power must be within +/- 20% of the original amp's rated output power.)
- You may adjust the tuning frequency of your enclosure by adjusting the enclosure's vent. You may not rebuild or replace the enclosure.
- You may not rebuild or modify your vehicle's interior.

## Section 6 - Installation Regulations

- 6-1 Sound producing devices must not interfere with the measurement equipment. This includes, but is not limited to; horns, wave-guides, vents, or other devices that are deliberately placed in close proximity to the measurement sensor. (Intent: Nothing shall interfere with the measurement equipment.)
- 6-2 All loudspeaker enclosures, and / or baffle boards, with the exception of those mounted in the kick-panels or doors, shall be located behind an imaginary plane that stretches from the trailing edge of the driver's door to the trailing edge of the passenger door. In this rulebook, the terms "B-Pillar" and "Doorjamb" are sometimes used when referring to this imaginary plane.

### *Additional Guidelines:*

- Compliance with this rule may be verified by using the following test: Two judges position themselves on opposite sides of the vehicle. A string (or wire) is passed through the open doors of the vehicle. Both judges pull the string so that it is taught. Next, the judges move the string in unison so that the string slides along the trailing edge of each judge's respective doorjamb. If the string does not touch the enclosure (or loudspeakers), then the test passes.
- Any components that are attached to the loudspeaker enclosure, including speakers, amplifiers, signal processors, etc., are considered to be a part of the loudspeaker enclosure.
- If any portion of the competitor's installation interferes with the judge's ability to perform the "string test", then the interfering obstruction must be easily removable.

### *Additional Guidelines Related to Pickup Trucks Only:*

- If the vehicle is a standard pickup truck (not an extended-cab or king-cab) and the subwoofer enclosure is mounted behind the front seat, compliance with the "string test" (rule 6-2) is not required.
- If the vehicle is a standard pickup truck (not an extended-cab or king-cab) and the installation incorporates a "cut-through" to the bed of the truck, then compliance with the "string test" (rule 6-2) will still be required.
- If the vehicle is an extended-cab or king-cab pickup truck, then compliance with the "string test" (rule 6-2) will still be required.

- 6-3 The maximum voltage of the vehicle's electrical system shall not exceed 14.0 volts DC in the Street and Street Max divisions, 16.0 volts DC in the Street Stock division, or 18.0 volts DC in the Super Street and Extreme divisions at any time during the 30-second SPL metering process.

### *Additional Guidelines:*

- The sound system in the vehicle must be powered by the vehicle's primary electrical system. This system, which is comprised of the alternator(s), battery (or batteries), and distribution system, must in turn be powered by the vehicle's engine.

### *Exception:*

- Compliance with this guideline is not required provided the vehicle's engine is not running while the vehicle is being metered.

- External generators, fuel cells, battery chargers, etc. may not be used in the judging lanes.

6-4 All of the components in the sound system (with the exception of an external podium or source unit) must be located within the external OEM “skin” of the vehicle. (This includes, but is not limited to alternators, batteries, amplifiers, enclosures, and speakers.)

*Additional Guidelines:*

- If the vehicle is a pickup truck, then equipment may be installed in the bed of the truck provided the bed is covered by a commercially available bed cover or camper. Alternately, the equipment may be installed inside of a tool box. In classes where a no-wall restriction exists, compliance with the “wall test” will still be required.

6-5 The dBDR defines a speaker wall as any subwoofer enclosure and / or baffle board that exceeds the height of an imaginary plane that stretches horizontally from the lowermost point of the window opening in the driver’s door (where the side window enters the door frame) to the lowermost point of the window opening in the passenger’s door on the opposite side of the vehicle.

*Additional Guidelines:*

- Compliance with this rule may be verified by using the following test: Two judges position themselves on opposite sides of the vehicle. A string (or wire) is passed through the open window on the driver’s side, through the interior of the vehicle, and out of the open window on the passenger side of the vehicle. Both judges should then pull the string so that it is taught while resting against the lowest point within the window opening. If the enclosure in question does not exceed the height of this string, then the enclosure is not considered to be a wall. If any part of the enclosure exceeds the height of the string, then the enclosure is considered a wall.
- Any components that are attached to (or resting on) the subwoofer enclosure, including speakers, amplifiers, signal processors, etc., are considered to be a part of the subwoofer enclosure.
- Competitors may not deflate their rear tires or otherwise change the normal attitude of the vehicle with respect to the ground in an effort to circumvent this test.

*Exceptions:*

- If the subwoofer enclosure is installed in the trunk of a vehicle, then compliance with the “wall test” is not required.

6-6 Additional installation limitations are determined by the division a competitor is competing in.

**Street Stock Division Installation Restrictions**

6-7a Speaker enclosures extending above the top of the front seats (excluding head rests) are prohibited. Walls are prohibited.

6-7b All loudspeaker enclosures and/or baffle boards with the exception of those mounted in the kick-panels or doors shall be located behind the B-pillar.

6-7c Competitors in the Street Stock A class are limited to a single 650 cubic inch (10652 cubic cm) or smaller battery. Competitors in the Street Stock B class are limited to a maximum of two each 650 cubic inch (10652 cubic cm) or smaller batteries.

*Additional Guidelines:*

- Only "standard", 12-volt, 6-cell (connected in series), lead/acid or gel-type batteries are permitted in the Street Stock Division.
- Aftermarket batteries are acceptable provided no other applicable rules are violated.
- Hybrid (ie 12/16 volt) and/or custom-made batteries are prohibited.
- The physical size of each battery is calculated from the physical dimensions of the battery. (Height x Length x Width excluding the battery terminals) The physical shape of the battery is irrelevant.
- The primary battery must be located in the same general area as the OEM battery location. (For example, if the OEM battery location is under the hood, the primary battery must be located under the hood as well. Aftermarket battery trays and/or custom fabricated battery brackets may be installed provided no other applicable rules are violated.)
- The secondary battery (if installed) may be mounted behind the B-Pillars or under the hood provided no other applicable rules are violated.
- Batteries may not be mounted underneath the vehicle. (Underbody battery boxes, racks, etc. are prohibited.)
- Batteries may not be swapped out during the course of an event.
- Batteries that are designed in such a manner as to circumvent the above rules may be deemed illegal by the dBDR.

6-7d Temporary structural reinforcements to the vehicle are prohibited during competition. This includes attaching straps, suction cups, sand bags, etc. to the vehicle. However, pressing on the doors, windows, trunk and / or laying on the hood, roof, etc. is acceptable providing no other applicable rules are violated.

**Street Division Installation Restrictions**

6-8a Speaker walls are prohibited.

6-8b Subwoofers mounted in the rear-deck are acceptable.

6-8c All loudspeaker enclosures and/or baffle boards with the exception of those mounted in the kick-panels or doors shall be located behind the trailing edge of the REARMOST side door(s) on the vehicle.

*Exception:*

- If the vehicle is an extended-cab or king-cab pickup truck, then this restriction does not apply. This waiver only applies to pickups that have "jump seats" located behind the front seat. The dBDR defines a "jump seat" as an OEM seat that was designed to be folded up against the side or back of the pickup's passenger compartment.

6-8d Podiums are prohibited. External "burp" buttons, mute buttons, or any other type of remote control, with the exception of the source unit's remote control, is prohibited.

- 6-8e The source unit must be installed completely into the dash of the vehicle.
- 6-8f All auto sound equipment must be located below the plane that is used to determine compliance with the "wall test".

*Additional Guidelines:*

- Source units, CD changers, video displays, and signal processors are exempt.
- If the vehicle is a 2-passenger (driver and passenger) hatchback, then all non-exempt auto sound equipment must be located behind the B-Pillars with the exception of amplifiers that are installed completely under the seat.

- 6-8g Commercially available center consoles are acceptable provided they displace less than 2 cubic feet of air. "Custom" or homemade center consoles are prohibited.

- 6-8h The sum total of "stiffening" capacitors in the Street A and Street B classes is limited to a maximum of 1 Farad. The sum total of "stiffening" capacitors in the Street C class is limited to a maximum of 2 Farads.

*Additional Guidelines:*

- If an amplifier has an integrated "stiffening" capacitor, then the capacitance of the amp's capacitor will be included when determining compliance with this rule.

- 6-8i Competitors in the Street A class are limited to a single 650 cubic inch (10652 cubic cm) or smaller battery. Competitors in the Street B class are limited to a single 800 cubic inch (13110 cubic cm) or smaller battery. Competitors in the Street C class are limited to a maximum of two each 800 cubic inch (13110 cubic cm) or smaller batteries.

*Additional Guidelines:*

- Only "standard", 12-volt, 6-cell (connected in series), lead/acid or gel-type batteries are permitted in the Street Division.
- Aftermarket batteries are acceptable provided no other applicable rules are violated.
- Hybrid (ie 12/16 volt) and/or custom-made batteries are prohibited.
- The physical size of each battery is calculated from the physical dimensions of the battery. (Height x Length x Width excluding the battery terminals) The physical shape of the battery is irrelevant.
- The primary battery must be located in the same general area as the OEM battery location. (For example, if the OEM battery location is under the hood, the primary battery must be located under the hood as well. Aftermarket battery trays and/or custom fabricated battery brackets may be installed provided no other applicable rules are violated.)
- The secondary battery (if installed) may be mounted behind the B-Pillars or under the hood provided no other applicable rules are violated.
- Batteries may not be mounted underneath the vehicle. (Underbody battery boxes, racks, etc. are prohibited.)
- Batteries may not be swapped out during the course of an event.
- Batteries that are designed in such a manner as to circumvent the above rules may be deemed illegal by the dBDR.

- 6-8j The use of aftermarket interconnects and power cabling is permitted.

- 6-8k Temporary structural reinforcements to the vehicle are prohibited during competition. This includes attaching straps, suction cups, sand bags, etc. to the vehicle. However, pressing on the doors, windows, trunk and / or laying on the hood, roof, etc. is acceptable providing no other applicable rules are violated.
- 6-8l Amplifiers may be mounted on the back of the rear-most seats provided no other applicable rules are violated.

### Street Max Installation Restrictions

- 6-9a Speaker walls are permitted but not required.
- 6-9b Subwoofer enclosures may be placed in or on the rear seat(s) of the vehicle. (The rear seat(s) may be removed or folded at the competitor's discretion.)
- 6-9c Podiums are permitted.
- 6-9d Commercially available center consoles are acceptable provided they displace less than 2 cubic feet of air. "Custom" or homemade center consoles are prohibited.
- 6-9e The sum total of "stiffening" capacitors in the Street Max class is limited to a maximum of 1 Farad.

#### *Additional Guidelines:*

- If an amplifier has an integrated "stiffening" capacitor, then the capacitance of the amp's capacitor will be included when determining compliance with this rule.

- 6-9f Competitors in the Street Max class are limited to a single battery 800 cubic inches (13110 cubic cm) or smaller.

#### *Additional Guidelines:*

- Aftermarket batteries are acceptable.
- Batteries must be of the 12-volt variety.
- Hybrid (ie 12/16 volt) and/or custom-made batteries are prohibited.
- The physical size of each battery is limited to 800 cubic inches (13110 cubic cm) or less. (Height x Length x Width. Excluding the battery terminals.) The physical shape of the battery is irrelevant.
- The primary battery must be located in the same general area as the OEM battery location. (For example, if the OEM battery location is under the hood, the primary battery must be located under the hood as well. Aftermarket battery trays and/or custom fabricated battery brackets may be installed provided no other applicable rules are violated.)
- The secondary battery (if installed) may be mounted behind the B-Pillars or under the hood provided no other applicable rules are violated.
- Batteries may not be mounted underneath the vehicle. (Underbody battery boxes, racks, etc. are prohibited.)
- Batteries may not be swapped out during the course of an event.

- 6-9g The use of aftermarket interconnects and power cabling is permitted.

- 6-9h Temporary structural reinforcements to the vehicle are prohibited during competition. This includes attaching straps, suction cups, sand bags, etc. to the vehicle. However,

pressing on the doors, windows, trunk and / or laying on the hood, roof, etc. is acceptable providing no other applicable rules are violated.

### **Super Street Division Installation Restrictions**

6-10a Speaker walls are permitted but not required (with the exception of the Super Street NW class – please see the special note below).

6-10b Podiums are acceptable.

6-10c Center consoles that displace less than 2 cubic feet of air space are acceptable. (Both commercially available and custom or homemade consoles are acceptable.)

6-10d There are no limits to the number of “stiffening” capacitors that may be used.

6-10e There are no limits to the number or type of batteries that may be used.

6-10f Battery boxes located underneath the vehicle are acceptable provided they are located behind the plane that is defined in rule 6-2.

6-10g The OEM alternator may be replaced or “beefed up”. A maximum of 2 alternators may be installed in the vehicle.

6-10h Temporary structural reinforcements to the vehicle are prohibited during competition. This includes attaching straps, suction cups, sand bags, etc. to the vehicle. However, pressing on the doors, windows, trunk and / or laying on the hood, roof, etc. is acceptable providing no other applicable rules are violated.

6-10i *A Special Note on the Super Street No Wall Class:*

The rules for the Super Street No Wall Class are identical to all of the other classes in the Super Street division with the following exceptions...

- Speaker walls are prohibited.
- Modifications behind the B-Pillars may not extend above the plane that is used to determine compliance with the “wall test”.
- All auto sound equipment (with the exception of source units, video displays, and signal processors) must be located below the plane that is used to determine compliance with the “wall test”.
- Floor cut-throughs are not permitted.
- Battery boxes located underneath the vehicle are prohibited.

### **Extreme Division Installation Restrictions**

All “loading walls” must be located behind the door jambs. In addition, loading walls must be constructed from a completely clear material.

6-11a Battery boxes located underneath the vehicle are acceptable.

6-11b Fully encapsulated or “caged” alternators located above the hood, in front of the grille, or underneath the vehicle are acceptable.

6-11c There are no specific installation restrictions pertaining to the Extreme Division unless noted elsewhere in this rulebook.

## Monster Division Installation Restrictions

The Monster Division is an exhibition-only class. This class is not eligible for the Extreme Cup or overall World Record. Only class records may be established. Eligibility requirements (such as points, certified score, etc.) are waived for this class. Participation at the World Finals is by invitation only. Contact the dBDR for more information.

## Section 7 - Points Accrual

- 7-1 Eligibility for competition at the dB Drag Racing World Finals is partially based upon a competitor's point's accumulation throughout the season. To accrue points, a competitor must be a member of the dB Drag Racing Association and must compete at an officially sanctioned dB Drag Racing event. (Officially sanctioned events can be found on our event calendar at [www.dbdragracing.com](http://www.dbdragracing.com).)

*Points for Standard Classes will be awarded as follows:*

- First Place: 8 Points
- Second Place: 7 Points
- Third Place: 6 Points
- Fourth Place: 5 Points
- Fifth Place: 4 Points
- Sixth Place: 3 Points
- Seventh Place: 2 Points
- Eighth Place: 1 Point

*Points awarded at multi-point events will be multiplied as follows:*

- Double Point: 2x the standard points awarded
- Triple Point: 3x the standard points awarded
- World Finals: 4x the standard points awarded

Note: The points awarded at the World Finals will count towards the following competition season.

*Points for Mini Street will be awarded as follows:*

- First Place: 4 Points
- Second Place: 3 Points
- Third Place: 2 Points
- Fourth Place: 1 Points
- Fifth Place: 1 Points
- Sixth Place: 1 Points
- Seventh Place: 1 Points
- Eighth Place: 1 Point

Note: Mini Street classes are not eligible for point's multiplication.

- 7-2 Only competitors who actively participate in a dB Drag Racing event are eligible to receive points for that event.

*Additional Guidelines:*

- Competitors must compete in the event until they either win or get eliminated from the competition.
- At a minimum, competitors must establish a qualifying score.

*Example:*

- If a competitor is the only entry in a class, the competitor must run through the lanes at least one time. No further participation in the event is necessary.
- If a competitor qualifies for the elimination rounds, and then leaves before he or she is defeated (or wins) the event, the competitor will not receive any points.

7-3 While competitors may switch competition vehicles at any time, at least 50% of the competitor's *qualifying* points must have been earned with the vehicle that will be competing at the Finals. (For example: If 100 points are required to qualify for the Finals, at least 50 points must have been earned with the vehicle that will be competing at the Finals.)

*Special Provision:*

- If a competitor's vehicle is totaled in an accident or is stolen, the dB Drag Racing Association may, at the competitor's request, transfer all of the competitor's points to a different vehicle providing the competitor can prove that an accident or theft actually occurred. Typically, a copy of the police report and a copy of the insurance claim will suffice.

7-4 If a competitor is a show promoter (or is employed by a show promoter), at least 50% of the competitor's *qualifying* points must have been earned at shows other than his own (or his employer's).

7-5 Points are "non-transferable" between competitors.

## **Section 8 – Certified SPL**

8-1 Competitors may establish a Certified SPL by competing in a multi-point dB Drag Racing event. All multi-point dB Drag Racing events are Certified Events.

*Additional Guidelines:*

- Certified Events must be officiated by the dBDRRA or a Certified dB Drag Racing Turn-Key event promoter. A complete listing of Certified Turn-Key event promoters may be found in the Retailer area of the dB Drag Racing web site.
- All standard classes must be offered at a Certified Event.
- A competitor's Certified SPL will be the competitor's highest winning score at a Certified Event. This score may be established in either the qualifying or elimination rounds.
- Certified dB Drag Racing Turn-Key event promoters, their employees, or immediate family members are not eligible to participate in their own Certified Events.

Note: Unlike points which are accrued at the World Finals, Certified SPL scores established at the Finals are for the season in which the Finals culminate and will not carry forward to the new season.

8-2 If, for whatever reason, the dBDRRA feels that the results for a particular event are in error, or that the integrity of the event has been compromised, the dBDRRA reserves the

right to adjust all of the scores for that event by an equal amount or dismiss the scores altogether.

## **Section 9 - World Finals**

Invitations to the dB Drag Racing World Finals shall be awarded as follows:

- 9-1 Competitors must accrue the requisite number of points for the current competition season. (Please visit [www.termpro.com/dbdrag/rules](http://www.termpro.com/dbdrag/rules) for seasonal point's requirements.) The dBDRRA reserves the right to reduce this minimum if it believes the World Finals will be in jeopardy from a lack of participation.
- 9-2 Competitors must establish a maximum Certified SPL at a multi-point dB Drag Racing event. (Competitors are encouraged to continuously increase their maximum Certified SPL by attending as many multi-point events as possible.)
- 9-3 Competitors may earn an invitation to the World Finals in one of the two following ways...

### *Traditional Method:*

- The dBDRRA will invite the top 15 competitors (based on maximum Certified SPL) in each standard class who meet the requirements of sections 9-1 and 9-2. In other words, you must satisfy the minimum point's requirement for the current competition season AND you must have one of the top 15 Certified SPL scores in your class in order to receive an invitation.

### *Alternate Method:*

- The dBDRRA will invite all competitors who participate in 15 or more dB Drag Racing events. (Please refer to section 7-2 for more information on what constitutes active participation.)

### *Additional Guidelines for Alternate Method:*

- At least one of the events must be a multipoint event in order to satisfy Class Certification requirements. (Refer to section 9-6.)
- At a minimum, the competitor must attend shows hosted by four different retail establishments.
- The competitor may accrue a maximum of 5 events from a single retail establishment. (The competitor may participate at more than 5 events at a given retail establishment but only the first 5 events from that retailer will count towards the requirements for an invitation to the World Finals.)

### *Special Notes:*

- If, for whatever reason, there are fewer (or more) pit stalls available at the Finals, the dBDRRA reserves the right to invite fewer (or more) than 15 competitors in each class. For example, if there is room to fit 240 pit stalls at the Finals, then we may elect to invite 20 competitors from each class, instead of 15.
- If 2 or more competitors have identical Certified SPL scores in the same class, then their position on the leaderboard will be determined by their total point accrual for the season.
- If a competitor has qualified to compete in 2 or more classes at the World Finals, he or she will be required to choose which class they will participate in at the Finals.

- The dBDRRA reserves the right to invite international competitors to participate in the World Finals even if the competitors being invited don't meet the minimum requirements as specified in this section (9) of the rulebook.
- 9-4 Certified SPL is linked to the vehicle and class the competitor participates in. In other words, if you switch classes or change vehicles, you will then need to re-establish your maximum Certified SPL for the new class.
- 9-5 Competitors must be members of the dBDRRA prior to the Season Cut-Off date in order to be eligible for an invitation to the World Finals. Please visit [www.termpro.com/dbdrag/rules](http://www.termpro.com/dbdrag/rules) for specific deadline information.
- 9-6 The deadline for Certified Class changes is the Season Cut-Off date. A competitor's Certified Class is the standard class in which the competitor has established a Certified SPL. While it is permissible for a competitor to establish a Certified SPL in more than one class during the course of the season, they may not do so in a new class after the Certified Class change deadline date. Please visit [www.termpro.com/dbdrag/rules](http://www.termpro.com/dbdrag/rules) for specific deadline information.
- 9-7 There will be strict regulation of meters at all multi-point events.

## Section 10 - World Records

- 10-1 A dB Drag Racing staff member must be present in order to establish a new World Record.
- 10-2 World Records may only be set at Triple Point events and the dB Drag Racing World Finals.
- 10-3 Only current dB Drag Racing members may set World Records.
- 10-4 To establish a new World Record, the competitor must beat the old record twice at the same event. The lower of the competitor's two record-breaking scores will be used as the new record.
- 10-5 Any time a competitor posts a score that could potentially result in a new World Record, the following procedures shall be undertaken to insure the validity of the score...
- The competitor's vehicle (and podium) shall be immediately impounded by the dB Drag Racing officiating staff.
  - The officiating staff will then perform a mandatory Vehicle Audit.
  - The SPL measurement equipment shall be inspected and tested for proper operation. If it is determined that an equipment malfunction has occurred, the competitor's score shall be nullified. Once the problem with the equipment has been rectified, the competitor's vehicle will be re-judged.
  - The officiating staff must unanimously agree that the competitor's score is a valid score. If the officiating staff cannot reach a consensus on the validity of the score, the competitor's score shall be nullified. Depending upon the nature of the dissent, the competitor may be re-judged or disqualified as circumstances dictate.

## Section 11 - Vehicle Audits, Rules Infractions, Penalties

- 11-1 The dB Drag Racing Association reserves the right to “audit” a competitor’s vehicle in order to verify compliance with the rules. During an audit, the competitor will be asked to show and/or explain various features of the vehicle and its sound system.
- 11-2 Audits may include (but are not limited to) the following...
- Inspection of the vehicle’s electrical system.
  - Inspection of the vehicle’s sound system.
  - Inspection of the sub-woofer enclosure.
  - Inspection of the dashboard, foot wells, center console, headliner, and door panels.
  - Inspection of the “podium”.
- 11-3 If the competitor denies the officiating staff’s request for an audit, the competitor’s score(s) shall be nullified and the competitor shall be disqualified from the event.
- 11-4 If a rules infraction is discovered during the course of the competition, the competitor may be disqualified from the event based on the severity of the infraction and the current status of the competition.
- 11-5 If the rule violation is an honest, minor infraction, the officiating staff may issue a warning and then ask the offending competitor to take the appropriate action in order to address the violation. If the infraction is exposed prior to the elimination rounds of competition, the competitor’s qualifying score shall be nullified and the competitor may be allowed to re-qualify once the infraction is rectified. If the infraction is discovered during the elimination rounds of competition, the offending competitor shall be disqualified from the event.
- 11-6 If the rule violation is an honest, major infraction, the offending competitor shall be disqualified from the event.
- 11-7 If the violation is deliberate and/or fraudulent in nature, the competitor shall be disqualified from the event. In addition, the dB Drag Racing Association reserves the right to further ban the competitor from competition in future dB Drag Racing events.
- 11-8 Any competitor that is caught tampering with, disabling, or destroying another competitor’s system shall be immediately disqualified from the event. Furthermore, infractions of this nature will result in lifetime banishment of the competitor from dB Drag Racing competition.
- 11-9 Any competitor that is caught tampering with, disabling, or destroying the SPL measurement equipment shall be immediately disqualified from the event. Furthermore, infractions of this nature will result in lifetime banishment of the competitor from dB Drag Racing competition.

## **Section 12 - Competitor Code of Conduct**

- 12-1 All competition team members must conduct themselves in a professional and courteous manner. Physical or verbal abuse of other competitors, the officiating crew, exhibitors, or spectators may result in immediate disqualification, ejection from the event, and possible disciplinary action from the dBDRRA.
- 12-2 Any competition team member who appears to be under the influence of alcohol or drugs may be ejected from the event and could face possible disciplinary action from the dBDRRA.

- 12-3 Any team member who poses a safety threat, either to himself or to others, may be ejected from the event and could face possible disciplinary action from the dBDRRA.
- 12-4 Any team member who acts in an offensive or disruptive manner may be ejected from the event and could face possible disciplinary action from the dBDRRA.

Some Examples:

- Throwing a “fit” in the judging lanes.
- The circulation or participation in petitions regarding dB Drag Racing.
- “Mob” type behavior.

## Section 13 - Miscellaneous

- 13-1 Qualifying Tie Breakers – If 2 or more competitors tie during the qualification rounds of competition, and if 1 or more of those competitors is pushed out of the round of 8 while the other tied competitor(s) make the cut, then all of the competitors who are tied will be re-metered immediately prior to creating brackets. This procedure will only involve the original slots available in the round of 8 prior to the tie-breaking round(s). If all of the competitors who are tied make the cut, then re-qualifying is not necessary and placement in the elimination brackets will be automatically assigned by the computer.

*Example:*

- Assume that 3 competitors tie with a score of 153.4 dB. On the leaderboard, the competitors are listed in 7<sup>th</sup>, 8<sup>th</sup>, and 9<sup>th</sup> place. To determine which two competitors will advance to the elimination rounds of competition, a tie-breaker will need to take place between these three competitors. All three competitors will be required to re-qualify. During this process, let’s assume that the competitor in 7<sup>th</sup> place scores a 155.1, the competitor in 8<sup>th</sup> scores a 155.2, and the competitor in 9<sup>th</sup> scores a 156.1. This would result in the competitor in 9<sup>th</sup> place moving into the 7<sup>th</sup> place slot, the competitor in 8<sup>th</sup> place remaining in the 8<sup>th</sup> place slot, and the competitor who was originally in 7<sup>th</sup> moving into the 9<sup>th</sup> place slot. At this point, the brackets can be made and the elimination rounds can begin. There is one other situation that must be mentioned. Let’s assume that the re-qualifying scores for the three competitors are ALL higher than the competitor who originally qualified for 6<sup>th</sup> place. The original competitor will NOT be displaced because only the 7<sup>th</sup> and 8<sup>th</sup> place slots in the round of eight were originally affected by the tie.

- 13-2 Elimination Round Tie Breakers – If 2 competitors tie during an elimination round, both competitors will be given 5 minutes to re-charge their batteries (alternators only ... no external battery chargers unless the venue prohibits vehicles from running inside the hall) and inspect their vehicles. Both vehicles must remain in the judging lanes during this time. The 5 minute time interval shall begin immediately upon confirmation of the tie. After the 5-minute time interval has elapsed the SPL meter will be started and the competitors will compete once more to determine the winner. This process shall be repeated until there is a winner.

- 13-3 All rules will be enforced based upon their intent and the ruling of the head judge is final.

- 13-4 Measurement System Validation at Multi-Point Events

- Only the currently approved Term-LAB metering system may be used at multi-point events.

- All competitors in a given class shall qualify in the same lane.

13-5 Setup and Teardown Times at Multi-Point Events – Competitors may be required to setup and teardown within a specified period of time at multi-point events. The amount of time allocated for setup and teardown, and the penalty for exceeding these time limits will be specified by the show promoter prior to the beginning of the competition.

*Example:*

Setup time: 4 Minutes

Teardown time: 3 Minutes

Penalty: 1 dB for each minute in violation.

## Section 14 – Q&A

**Question** – How are amplifiers counted?

**Answer** – Judges will count all discrete physical amplifiers that are used for bass reproduction, regardless of size. If two or more amplifiers are bolted together (strapped, linked, etc.), then the judge will count the number of amps that are bolted together and place the competitor in the correct class based on this determination. Judges will not classify amplifiers based on their internal construction or pc board quantity.

**Question** – What is a “monoblock” amplifier?

**Answer** – The dBDRAs classify monoblock amplifiers as amplifiers that are mono in nature, have a single input, have a single output (2 conductors), and that have the capability to be bridged with another monoblock amplifier. (One monoblock amplifier will drive the positive conductor to the loudspeaker load and the complimentary monoblock amplifier will drive the negative conductor to the loudspeaker load.)

**Question** – Can any portion of the auto sound system be removed and placed in another competitor's vehicle? **Example:** sharing amps, woofers, box, caps, CD player.

**Answer** – A competitor may borrow equipment IF AND ONLY IF his equipment breaks during the competition. For example, if a competitor blows a woofer during qualifying, he may borrow a woofer from someone else in order to continue competing.

Competitors may NOT share common components as a part of normal competition. For example, a car club could NOT build a single amp rack and then use it with each of their vehicles. Each vehicle MUST have its own equipment. This includes all system components... Amps, Alternators, Batteries, Woofers, Source Units, Signal Processors, Podiums, etc.

**Question** – How should the sensor placement jig be used to insure proper sensor placement in the vehicle?

**Answer** – The long arm of the sensor placement jig should be horizontal and parallel to the ground. The vertical part of the jig should be perpendicular (straight up) with respect to the ground. At this point, you have positioned the sensor horizontally and vertically.

**Question** – May a competitor enter any class for which his vehicle does not qualify? For example, could a competitor who normally competes in the Super Street 1-2 class enter the Extreme 2 class?

**Answer** – Absolutely not. The class a competitor competes in is dictated by the number of woofers in their system and the extent to which modifications to the vehicle have been made. Competitors may only compete in classes for which their vehicle legitimately qualifies.

**Question** – If two alternators are installed in a Super Street vehicle, can the vehicle be running in the lanes? Or does the vehicle need to remain off?

**Answer** – The vehicle may be running in the lanes provided no other applicable rules are violated.

**Question** – In the classes that have a “normal use” restriction, do the seats need to be able to slide all the way back in order to be in compliance?

**Answer** – No. The competitor may adjust the seat any way they wish, provided the resultant seat position is intended for normal operation of the vehicle.

**Question** – In the Super Street rules, it states that the wall and subs must remain behind the B-Pillars. Does this also apply to the batteries and amplifiers?

**Answer** – No. Auto sound equipment may be installed in front of the B-Pillars provided the installation of the equipment does not violate any other applicable rules. For example, amplifiers could be mounted underneath the driver and / or passenger seat as long as the normal operation of those seats was retained. On the other hand, amps may not be installed in the floorboard (in the Street and Super Street divisions) because the installation of the amps would interfere with the normal use of the vehicle.

**Question** – In the rule book there are several references to “easily removable”. What does this mean?

**Answer** – The competitor must be able to remove the item in question in 5 minutes or less.

## **Section 15 – Definitions**

**Bridged** – The dBDRS defines bridging as the process of combining multiple amplifier output channels together in an effort to produce more power. Existing amplifiers use a variety of methods to achieve a bridged output. Some amplifiers have integrated bridging circuitry that allows the user to bridge the amp at his or her discretion by moving a switch or using certain inputs on the amp. Other amplifiers require the use of external signal processing circuitry in order to provide a bridged output. Some amps are even bridged in a permanent fashion and may not be bridged further by the end user. The dBDRS uses the “true” number of bridged channels in a system to determine eligibility for competition in the Street Division of competition. The dBDRS reserves the right to re-rate amplifier output channel capability to insure compliance with the output channel limitations imposed in the Street Division.

**B-Pillar** – The B-Pillar is the portion of the automobile where the door latches are located. We use the leading edge of this pillar (also called the “doorjamb” in this rule book) to define an imaginary plane that is used to determine compliance with the “String Test”.

**Certified Class** – The standard class that a competitor competed in when establishing their Certified SPL.

**Certified Event** – Any multi-point dB Drag Racing event.

**Certified SPL** – The competitor’s highest *winning* score at any multi-point event.

**Commercial Vehicle** – A vehicle that is not intended for use in consumer applications. Examples include Cargo Vans, Ambulances, Panel Trucks, School Buses, etc.

**Conductor** – A conductor is a single wire (solid or stranded) that is used to carry electrical current. A traditional speaker wire consists of two conductors (one positive and one negative).

**Consumer Removable Component** – The dBDRR defines a consumer removable component (such as a seat) as an OEM component that was designed for removal as a part of the *normal operation* of the vehicle.

**Discrete Voice Coil** – The dBDRR defines a discrete voice coil as one that is electrically isolated from other voice coils in the woofer. A maximum of 2 binding posts or terminals (+ and -) are allowed per discrete voice coil. The dBDRR reserves the right to determine the actual number of discrete voice coils contained in a woofer.

**Enduro** – The Enduro format is one in which the competitor's score is averaged over the entire judging time interval (typically 30 seconds).

**Jump Seat** – The dBDRR defines a "jump seat" as an OEM seat that was designed to be folded up against the side or back of the pickup's passenger compartment.

**Metering** – This is the process where the Sound Pressure Level or SPL of your vehicle is measured. The resultant score in decibels (dB) is your score.

**OEM Equivalent** – The dBDRR considers an equivalent replacement to be a replacement that closely resembles the OEM product it replaces in both form and function.

**Passive Radiator** – A passive radiator is a diaphragm that is made like a woofer but has no coil or magnet. Woofers may not be used as passive radiators in dB Drag Racing.

**Speaker** – The dBDRR defines a conventional loudspeaker as a sound reproducing electro-mechanical transducer that incorporates a cone, surround, basket, and voice-coil.

**SPL** – Sound Pressure Level. This value is expressed in decibels or "dB" for short. The higher the number, the louder the sound. An increase of 3 dB represents a doubling of acoustic energy. An increase of 10 dB represents a tenfold increase in acoustic energy and will sound twice as loud to the human ear.

**Sponsored** – If a competitor receives any form of compensation for promoting an auto sound related product, company, or service, then the competitor is said to be sponsored.

**Standard Battery** – The dBDRR defines a "standard battery" as a battery that has a nominal terminal voltage of 12-Volts, consists of 6 internal series-connected cells, and is lead/acid or gel-type in nature. This battery is used as the primary battery in the vehicle (either OEM or an aftermarket replacement) and is permanently connected to the vehicle's electrical system.

**String Test** – Two judges position themselves on opposite sides of the vehicle. A string (or wire) is passed through the open doors of the vehicle. Both judges pull the string so that it is taught. Next, the judges move the string in unison so that the string slides along the trailing edge of each judge's respective doorjamb. If the string does not touch the enclosure (or loudspeakers), then the test passes. (The specifics for this rule may be found in section 6-2.)

**Wall** - The dBDRR defines a speaker wall as any subwoofer enclosure and / or baffle board that exceeds the height of an imaginary plane that stretches horizontally from the lowermost point of

the window opening in the driver's door to the lowermost point of the window opening in the passenger's door on the opposite side of the vehicle.

**Wall Test** – Two judges position themselves on opposite sides of the vehicle. A string (or wire) is passed through the open window on the driver's side, through the interior of the vehicle, and out of the open window on the passenger side of the vehicle. Both judges should then pull the string so that it is taut while resting against the lowest point on the top of the 2 doors (where the glass enters the door frame). If the enclosure in question does not exceed the height of this string, then the enclosure is not considered to be a wall. If any part of the enclosure exceeds the height of the string, then the enclosure is considered a wall.

**Woofers** – A loudspeaker designed for the reproduction of bass. Also referred to as driver, subwoofer, or subs. The dBDRAs considers speakers with maximum diameters of 10 inches (25.4 cm) or larger to be woofers.

**Vehicle Skin** – The dBDRAs defines the "skin" of the vehicle as the external shell (top, front, back, and sides) of the vehicle's OEM body that gives the vehicle its distinctive appearance. This is also the part of the vehicle that is normally painted. The underside or undercarriage of the vehicle is not considered to be a part of the OEM "skin".