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TRADE AND AGRICULTURE DIRECTORATE  
COMMITTEE FOR AGRICULTURE

## OECD Standard Codes for the Official Testing of Agriculture and Forestry Tractors

### REVISED DRAFT SUMMARY RECORD OF THE MEETING OF THE TECHNICAL WORKING GROUP ON UPDATING THE CODES

Held in Gyeongju, Korea  
24 September 2009

*This revised draft Summary Record was prepared by the Secretariat. It will be presented to the 2010 Annual Meeting for discussion and approval.*

*The list of participants is attached in Annex I.*

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**REVISED DRAFT SUMMARY RECORD OF THE MEETING OF THE TECHNICAL  
WORKING GROUP ON UPDATING THE CODES**

**held in Gyeongju, Korea—24 September 2009**

**1. Opening remarks:**

Mr. Thierry Langle, chair of the meeting, opened the Technical Working Group meeting. He gave the floor to the Secretariat for some updates.

- Mr. Ryan provided a brief update on the amendments that were sent to the Committee for Agriculture for approval. Those amendments are the 2 proposals that were agreed at the February Annual Meeting:

- To lower the minimum mass of tractors in Codes 6 and 7

- To amend the seatbelt anchorage test in Codes 3, 4, 6, 7, 8 and 9.

A French proposal to modify Code 10 presented at the June Technical Working Group in Madrid had also been agreed by written procedure. These proposals have now been submitted for approval to the Committee for Agriculture. If approved, they will be included in the 2010 versions of the Codes. The new versions of the Codes are planned to be released by 1 February 2010. On that date, the new versions of the Codes will supersede all previous versions. He recalled that exceptionally, both 2008 and 2009 versions of the Codes were in effect until the end of 2009.

Several editorial corrections to the Codes proposed by delegates were being performed and the website would be updated accordingly.

- He also mentioned that the website had been updated with meetings and the summaries of the Code 2 test reports.

- He gave an update on the in-depth evaluation on the 4 programmes of the Codes and Schemes Unit. The recommendations of the evaluation had been presented at the 2009 Annual Meeting. Mr. Ryan informed that a task force had been set up with Mr. Roger Hoy as representative of the Bureau of the Tractor programme.

- Finally, the Secretariat gave information on the tender for the Co-ordinating Centre for the period 2010-2012: the deadline to bid for the tender was 3 September 2009. Bids were received from France, Italy and the UK. At the time of the meeting, they were being evaluated by the Secretariat and information would be provided in early October to all tenderers. The new contract will start on 1 January 2010.

## **Adoption of the agenda**

Mr Michael Ryan introduced the Draft agenda. He mentioned that point 2 and 3 of the agenda had already been discussed at the TEC and that the TWG would focus on the next steps. He introduced two new presentations that would be discussed under the item “Any Other Business” presented by Spain and the Co-ordinating Centre. US indicated that they wanted to revisit the round shaped ROPS issue as well. It was proposed to discuss the harmonization of Code 10 along with the revision of Code 10. Delegates agreed with the proposed changes.

## **PERFORMANCE CODE (Code 2)**

### **2. Braking issues**

The European Commission’s delegate was unable to attend the meeting. Turkey had presented a revised paper on braking tests at the TEC. This paper proposed to either create a new Code or to isolate braking tests. It also proposed to add requirements criteria. An update of the specimen test report would be necessary.

The chair of the meeting mentioned that it would be difficult to reach an agreement on the proposed changes. It was agreed that the next steps would be to receive an update from the European Commission on the European legislation.

### **3. Emission Control Technologies**

The chair summed up the presentation of Mr. Roger Hoy that was done at the TEC meeting. A formal proposal is expected before the 2010 Annual Meeting concerning DEF (Diesel Exhaust Fluid) or urea injection and DPF (Diesel Particulate Filter). France will collaborate with the US to prepare this proposal.

## **PROTECTIVE STRUCTURE CODES (Codes 3, 4, 6, 7, 8, 9, 10)**

### **4. Technical Extension Procedure**

At the June Technical Working Group meeting in Madrid, it was agreed that delegates should send their comments on document [TAD/CA/T(2009)3] by 15 August. No comments were received. Delegates were encouraged to send their comments with a view to presenting the document at the 2010 Annual Meeting. If no contribution is received by the Secretariat or by the Mr. Cavallo by the end of the year 2009, Mr. Cavallo asked to delete this topic from the agenda of 2010 Annual Meeting

### **5. Proposals to update Code 10**

#### **5.1 Update by the Secretariat on the proposal by France to modify Code 10:**

The proposal was agreed by delegates by written procedure. The proposal has been sent along with other proposals to the Committee for Agriculture with a view to their approval. Subject to approval, the changes will be incorporated into the 2010 version of the Codes.

## 5.2 Other proposals to modify Code 10

First, the Co-ordinating Centre presented a proposal dealing with FOPS without approved ROPS being tested according to Code 10. The presentation was made by Isabelle Vassard with a view to clarifying the possibility to test a FOPS without a tested ROPS.

Delegates agreed in principle that for a FOPS approval, there should be no link with the ROPS when there is no approved ROPS. Delegates agreed to revise Code 10 accordingly, in order to include information on protective structures (position and definition).

However, it was also noted that there should be an effort to simplify Code 10, in the same way as for Code 4.

Mr. Maurizio Cutini (Italy) presented 2 papers to revise Code 10. The first paper had already been discussed in Madrid at the TWG.

- This paper contained two sets of proposals. The first proposal intends to add the words “or eligible to be tested” to several sentences. Therefore, the wording would be: “For tractors equipped with ROPS tested or eligible to be tested”. It was mentioned that this point is linked to the proposal by the Co-ordinating Centre to revise Code 10. It was agreed that this proposal needs to be clarified, in particular, the meaning of “eligible to be tested”. More details are needed. The second proposal dealt with accessories in the cab. The UK delegate mentioned that this proposal is linked to worst-casing. It was agreed that the proposal should include drawings and pictures to illustrate the discussion.

- The second paper was circulated for the TWG in Korea [RD Korea/TWG 2/2009]. The first point deals with the problem that comes from multiple tests due to various possibilities of attachments. The proposal aims at testing only the weakest structure. Indeed, having different possibilities of attachments of cabs and roofs implies to test multiple cases. Mr. Cutini informed the meeting that he is working on defining the most unfavourable conditions.

The second point dealt with roof hatches as part of the FOPS. It raised the question of whether the FOPS should be tested with the hatch in the opened or closed position. The roof hatch can sometimes be the most resistant part of the roof. So far, with current designs of roof hatches, the closed position can be considered as the most unfavourable position. But in the future, it could occur that for new designs, a wide opened window would be the most severe position. US proposed that the Code should mention that the most severe position should be tested. If there is an uncertainty on the worst case, both positions should be tested.

In a third part of the document, covers and overlaps were discussed. The following sentence of the Code was discussed: “The FOPS shall completely cover and overlap the vertical projection of the safety zone”. Indeed, the cover can be a roof or a grid or a roof with a hatch etc.

**It was agreed that the most unfavourable conditions would be discussed at the sub-working group created at the TEC to work on FOPS (France, Germany, Spain, Austria, the UK, Italy and Poland).**

## 5.3 Harmonization of Code 10 and ISO 27850

First, Mr. Hoy proposed some sentences to be added to the introduction of OECD-ISO harmonized texts. These sentences clarify the harmonization process and the third party approval procedure by the OECD

Co-ordinating Centre. These sentences will be added to both the proposed harmonized Code 4 and Code 10. The proposed text for Code 4 is:

“The purpose of this Code is to provide an internationally harmonized testing procedure for roll-over protective structures. Users of this Code are reminded that conformity with this procedure is not sufficient to satisfy all regional requirements; which may include independent third party verification requirements and specific reporting requirements.

For third party certification of the technical requirements, OECD provides a centralised approval method for tests, which provides international official recognition. More information on the OECD Codes can be obtained from the following website: <http://www.oecd.org/tad/tractor>.”

Italy supported the text. Mr. Langle mentioned that NDAs will have to decide at the Annual Meeting in 2010. The US delegate informed the meeting that the ISO will also need to approve the additional sentences.

**It was agreed that the draft paragraph to be added would be forwarded to ISO and that both ISO and the OECD Secretariat would fine-tune it before the 2010 Annual Meeting.**

Then, the US delegate presented the proposal of harmonized text between the OECD Code 10 and ISO 27850. He explained how the 3-column document is structured. The first column on the left is the proposed harmonized text for ISO. The second column corresponds to the proposed harmonized text for OECD. The third column on the right is the current version of Code 10. The ISO harmonized text would not include the specimen test reports. It was mentioned that a part of point 5.1.1 would be deleted as it had been included by mistake (starting with “when an identical FOPS is fitted” to the end of 5.1.1).

The Turkish delegate mentioned that ISO 3471 had been revised since 2008 and that the reference to this international standard should be corrected. The Italian delegate mentioned that drawings needed to be updated. This will be the work of a sub-working group.

**A revised document will be prepared to include the agreed changes and it will be presented to the 2010 Annual Meeting for discussion and approval.**

## 6. Seatbelt anchorage test

### 6.1 Update on the room document by the UK on the worst case scenario in Code 4

The document had already been presented at the TWG in Madrid.

**The Technical Working Group supports this proposal and it will be presented to the 2010 Annual Meeting with a view to its approval.**

### 6.2 US proposal on seatbelt anchorage in Codes 3, 4, 6, 7, and 8

Mr. Roger Hoy presented the paper that was prepared by Mr. Michael Pankonin. This proposal aims at introducing a test of the buckle release force. This test had been accidentally introduced in an earlier version of the Codes.

It was mentioned that seatbelt is used in the Codes as a means to apply the load, but that it is not tested. Mr. Hoy explained that in ISO 3776:3, requirements for seatbelt assembly are listed but it does not include a test of the buckle release force since it is assumed that this is included in the seatbelt anchorage test. Mr. Cavallo, recalled that seatbelts are already tested in accordance with the EC Directives, SAE Standards, UNECE Regulations and FMVSS Standards, and it is not the scope of OECD Codes to test the seatbelt components. The US proposed to add the test of seatbelt buckle release force as an optional test. The chair indicated that this might increase the scope of the Codes. It was also noted that adding an extra test would complicate the procedure.

**The US proposed to add to the Codes that buckle release force can be tested, if requested, by the manufacturer. This proposal was supported by the TWG. The US proposal will therefore be revised accordingly and presented to the 2010 Annual Meeting.**

### 6.3 Update by Turkey on the progress of their research on seatbelt anchorage

In the absence of Mr. Hasan Silleli, Mr. Ibrahim Ergül informed delegates that research is on-going and that progress can be presented at the next Technical Working Group Meeting in 2010.

## 7. **Harmonisation of Code 4 and ISO 5700.**

The revised harmonised text was presented. It includes the comments that were made at the TWG in Madrid. Outstanding points were discussed. All solutions proposed in the document were accepted by the Technical Working Group.

**The document will be updated with the figures and agreed changes. It will be submitted to the 2010 Annual Meeting for approval.**

## 8. **Task force on streamlining the process of the approval procedure**

### 8.1 Revised proposal to simplify the specimen test report in Code 4 by Denmark and Germany

The TWG went through the proposed changes.

**The Secretariat will prepare a revised document on the basis of the agreed changes. This proposal will be presented to the 2010 Annual Meeting.**

### 8.2 Proposal to simplify other specimen test reports

**Simplification will be done for other specimen test reports and presented at the next meeting of the Technical Working Group in 2010. This work will be completed by Germany, Denmark and Korea.**

### 8.3 Work of the subgroup on electronic format communication

The Secretariat presented a pilot example of an electronic specimen test report in excel format. This is intended to facilitate the work of all stakeholders. It will be easy to fill in but also, it will enable one to fill in active cells without changing the content of the required information. It will also allow one to facilitate the work of the Co-ordinating Centre. It was noted that at this point, no solution was found to add graphs, drawings and pictures to the electronic specimen test report.

Delegates mentioned that this format should be compulsory. The Co-ordinating Centre indicated that some countries did not yet sign the convention for electronic communication.

**The use of electronic specimen test report will be presented at the Annual Meeting in 2010. The pilot electronic specimen test report will be circulated to delegates with a view to receiving comments.**

## 9. Co-ordinating Centre – an update

### 9.1 Progress report by the Co-ordinating Centre

Ms. Isabelle Vassard indicated that since 2007, the amount of requests and approvals increased. In comparison with 2007, requests nearly doubled. The CC is in the process of receiving the ISO 9001:2008 accreditation. They intend to increase electronic communication. In line with environmental and sustainable development policies, the Co-ordinating Centre would like to implement electronic distribution of published test reports. CEMA stressed that there had been no comparison of waiting periods with previous years. The Co-ordinating Centre mentioned that a preliminary check had been introduced to reduce the waiting period. CEMA recalled that the Tier 4 emission technology is expected for 2010-2012 and that a change will occur in tractor production lines. Approval requests are therefore likely to increase sharply.

### 9.2 Paper on how to deal with old approval requests: limitation of the time during which approval requests are valid.

A list of pending files was presented for which no answers to the CC comments was received. No indication was provided so far by the testing stations on whether the files should be closed. Tests were carried out under previous versions of the Codes. Germany indicated that the two German files could be closed. They will send a letter to that end.

The US proposed to introduce a maximum limit of 6 months between the comments of the CC and the answer by the testing stations. If no comments are received, then the test report is left aside.

**A proposal to amend general texts of the Codes will be presented at the 2010 Annual Meeting.**

## 10. Scientific Working Group

Mr. Antonio Marocchi, Bologna, indicated that several tests had been carried out and that some data had been collected. However, the results were not yet available. In November, the results will be presented at a special meeting to be arranged in Bologna.

## 11. Any Other Business

### 11.1 Points raised by the Co-ordinating Centre

A paper had been circulated with several proposals to update the Codes.

- Concerning Code 2, the TWG agreed with the proposed changes for paragraph 3.2.2.
- Regarding the paragraph 3.2.1.2 of the test report, US asked to have more time to study the proposal.
- Concerning Code 4:
  - Point 1: Germany disagreed with the proposed changes. It is not the right point to give details on the bolts.
  - Point 2: it was agreed that a discussion needs to take place on seats and slides to know if the plate is part of the cab or not. Discussion on this issue will take place at the next Test Engineers' Conference.
  - Point 3: Germany disagreed with the picture being a good identification means of the bolts.

**Comments on this proposal should be sent by 15 December to the Co-ordinating Centre with copy to the Secretariat and a new document will be presented at the 2010 Annual Meeting.**

### 11.2 Point raised by Spain on non tested cabs

A document was presented by Spain concerning non tested cabs that are added to a tractor fitted with a two post frame tested according to OECD rules.

The Technical Working Group agreed that OECD ROPS tests do not cover these “non-tested cabs” that accompany tested two post frames. They also agreed that the presence of these non-tested “cabs” could affect the validity of OECD ROPS test, because these “cabs” can change the behaviour of the frame during an overturning and some parts of them could infringe the clearance zone.

France informed the meeting that there could be cases in which a weather protection fitted on a two post frame may not affect the safety of the operator in the eventuality of an overturning.

Spain and France are willing to study if it is possible to determine in which conditions these weather protections could be fitted on a two post frame without affecting the safety of the operator and the result of the tests. If necessary, a proposal to modify ROPS Codes will be prepared.

### 11.3 Request by CEMA

CEMA requested the Technical Working Group to consider extending the definition of narrow tractors from 3 tonnes to 3.5 tonnes. He mentioned that in the EC regulation, many tractors have exemptions, if they are considered as narrow tractors.



**Concluding remarks:**

The Chair of the meeting thanked Mr. Antonio Marocchi for all the years he contributed to the tractor Codes as the meeting in Korea was his last meeting.

The Korean hosts were warmly thanked for their hospitality and the very smooth organization of the meetings. The chair closed the meeting and thanked all participants for their active involvement in the Meeting.

**ANNEX I**

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