



EUROPEAN COMMISSION
ENTERPRISE AND INDUSTRY DIRECTORATE-GENERAL

Consumer goods
Automotive industry

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MANDATE TO CEN AND CENELEC FOR STANDARDISATION IN THE FIELD OF AGRICULTURAL TRACTORS – ROLL-OVER PROTECTION FOR PASSENGERS

1. MOTIVATION

This mandate relates to the EC type-approval system for tractors, as established by Framework Directive 2003/37/EC¹ on the EC type approval of agricultural tractors, trailers, towed machinery and their components. In addition to the Framework Directive, the system comprises 23 separate Directives, each one of them laying down technical requirements for specific tractor components and technical units.

The Council and the EP have given the Commission the remit to cover within the type-approval directives (approach "specific requirements") some risks that are already covered in the Machinery Directive but only by way of general requirements and harmonised standards for some dedicated machinery. In this context, there are two risks for which a mandate to CEN and CENELEC would be useful: Hazardous substances and the protection of passengers. This mandate concerns the protection of passengers in the event of roll-over.

Within the EC type-approval system, the four separate Directives relating to roll-over protection structures are Directives 77/536/EEC, 79/622/EEC, 86/298/EEC and 87/402/EEC, each one of them having an equivalent OECD code, as detailed in the Framework Directive. The requirements in these Directives intend to avoid or limit risks to the driver resulting from roll-over from the tractor during normal use. In those Directives a clearance zone around passengers after the tests is not required. The reason is that while recognizing the importance of protecting also passengers against the negative effects of roll-over, it has been difficult to establish cost/effective requirements to this end that would not imply a severe increase in the weight of the

¹ Directive 2003/37/EC of the European Parliament and of the Council of 26 May 2003 on type-approval of agricultural or forestry tractors, their trailers and interchangeable towed machinery, together with their systems, components and separate technical units and repealing Directive 74/150/EEC (OJ L171, 9.7.2003, p.1)

vehicle and size of the cabin. However, it should now be possible to develop requirements that would increase the protection of passengers, in view of the present state of the art technology. Once that the standard is available, the Commission could refer to it for type-approval purposes.

2. DESCRIPTION OF THE MANDATED WORK

The Commission hereby requests CEN and CENELEC to draw up European standards containing the necessary performance requirements, testing methods, limit values and documentation to be submitted by the manufacturer with regard to protecting passengers sitting in the cabin against the negative effects of roll-over. The following conditions shall be met:

- The standards shall respect the essential requirements laid down in Directive 2006/42/EC on machinery, notably in its Annex I, section 3.4.3., and the general principles established in the same Annex;
- The standards shall apply to vehicles of categories T1 to T5 and C1 to C4, as defined in the Framework Directive 2003/37/EC. It shall be taken into account the specificities of each category, such as the limitations imposed by its intended use and the cost/benefit of meeting the requirements;
- It shall be possible to meet these standards without reducing the present level of protection for drivers;
- The standards shall distinguish, for each vehicle category and in view of cost/benefit considerations, which requirements should apply to all vehicles and which ones should only apply on the basis of the intended use of the tractor. Certain requirements should apply to all vehicles within a tractor category taking into account the normal use of that tractor. The purpose of establishing more stringent specific requirements is for a use of the tractor in particularly risky circumstances such as steep slopes, uneven farming land, or in the vicinity of canals. The purpose of these specific requirements is to make the buyer and user easily aware of which tractors are the safest for that specific use. Eventually this information might also be useful for national inspectorates, in charge of ensuring safety;
- The requirements shall be established in terms of performance, shall correspond to the state of the art, be technically feasible and technologically neutral and maintain the intensity of competition among manufacturers;
- The requirements shall ensure a high level of occupational safety, both for a normal use of the tractor (general requirements) and for a more intense exposure to the risks (specific requirements);
- The requirements shall, when appropriate, take into consideration UN/ECE Regulations, OECD Codes, ISO standards or other international standards or regulations;
- The requirements shall not reduce the protection of operators against other risks (e.g. hot surfaces, hazardous substances, penetration of objects into the cabin);

- The testing method shall be repeatable and reproducible in most laboratories at present recognised as “technical services” under the Framework Directive;
- The standards shall contain all the necessary diagrams and tables to be easily understood, and finalised in a way that an EC Directive can make reference to the standard to lay down its technical requirements;
- CEN/CENELEC shall conduct all the necessary testing to support the proposed requirements. CEN/CENELEC shall provide a report of the testing done including the conclusions of these tests.

3. BODIES TO BE ASSOCIATED

The elaboration of the standards should be undertaken in co-operation with the broadest possible range of interested groups, comprising the main international and European level associations and representatives of European consumers, unions and regulatory bodies.

It is essential to gain the co-operation of industrial organisations with particular interest in agricultural tractors such as CEMA (European Committee of Associations of Manufacturers of Agricultural Machinery) and CEETAR (European Organisation of Agricultural and Rural Contractors).

European organisations representing farmers shall also be invited to participate in the development of the standards, such as COPA-COGECA (Committee of Professional Agricultural Organisations - General Confederation for Agricultural Co-operation), CPE (European Farmer Coordination) and CEJA (European Council of Young Farmers).

The co-operation with organisations such as ANEC (European association for the co-ordination of consumer representation in standardisation), ECOS (European Environmental Citizens Organisation for Standardisation) and NORMAPME (European Office of Crafts, trades and Small and Medium-sized Enterprises for Standardisation) and ETUI-REHS (European Trade Union Institute – Research, Education, Health and Safety) is considered as relevant.

4. EXECUTION OF THE MANDATE

The European Standard(s) (EN) shall be finalised by 1 July 2009.

At this time, the titles of the standards in all the official languages of the European Union and a copy of the standards in the three working languages of the ESOs shall be provided by the ESOs.

The standstill period referred to in Article 7 of Directive 98/34/EC of 22 June 1998 shall commence on acceptance of this standardisation mandate².

² OJ, L 204, 21.7.1998, p.37, as amended by Directive 98/48/EC (OJ L 217, 5.8.1998, p.18)