

TRADE AND AGRICULTURE DIRECTORATE  
COMMITTEE FOR AGRICULTURE

**Annual Meeting of Representatives of the National Designated Authorities for the  
Implementation of the OECD Standard Codes for the Official Testing of Agricultural  
and Forestry Tractors**

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

**Madrid, Spain,  
2-3 June 2009**

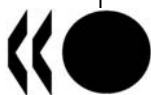
*The draft Summary Record of the Technical Working Group in Madrid is circulated to Delegations, National Designated Authorities and Observers with a view to its approval at the 2010 Annual Meeting of the Tractor Codes.*

*A list of participants is included in Annex 1.*

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## **DRAFT SUMMARY RECORD OF THE TECHNICAL WORKING GROUP ON UPDATING THE TRACTOR CODES**

### **1. Opening statement by the Host country and the OECD secretariat**

Mr Langle, as chair of the Technical Working Group (TWG), opened the meeting and welcomed all participants. He thanked the Spanish Ministry for Environmental, Rural and Marine affairs for hosting the TWG.

The Host country gave an introductory speech. Mr. Ponce de León informed the group about the logistics of the meeting and, in particular, about the field visit to CENTER, the national centre for irrigation technology.

The chair then asked participants to briefly present themselves. The Secretariat updated the meeting on some of the key developments since the Annual Meeting as well as on the meeting of the Bureau and of the Task force on the approval procedure. Mr. Ryan mentioned that information on the Test Engineers' Conference would be provided by the Korean delegate.

### **PERFORMANCE CODE**

#### **2. PTO test and Emission Control Technology**

##### ***2.1 Inclusion of engine emission technology to Code 2 (US, France) [TAD/CA/TRD(2009)2, TAD/CA/TRD(2009)3]***

This item dealt with emissions' control technologies, in particular, Selective Catalytic Reduction (SCR) and Regenerating Diesel Particulate Filters. Mr. Murray reminded delegates that the AGCO paper [TAD/CA/TRD(2009)3] had been presented twice, both at the Technical Working Group in Nebraska and at the 2009 Annual Meeting. He underlined the recommendations of the paper to include test procedures related to engine emission technologies in Code 2. The floor was then opened for questions.

It emerged from the discussion that two technologies, SCR and particulate filters, are already on the market. There was an agreement that urea consumption should be recorded but debates took place on whether it should be continuously measured during PTO and Drawbar performance tests or only during the one hour test at Pmax as it is very difficult to continuously measure very limited flows. Roger Hoy mentioned that the Nebraska station would perform tests over the summer and that he could provide an update for further discussions in Korea.

It was concluded that it is too early to propose a test method for particulate filters and regeneration phases that could be included in Code 2, but progress in the field should nevertheless be closely monitored.

**Progress will be reviewed at the Test Engineers' Conference on 21-23 September 2009. Roger Hoy will provide an update on the tests carried out in Nebraska at the next TWG.**

## 2.2 *Energy efficiency classification of agricultural tractors in Spain*

Mr. Ponce de León presented a Room Document (RD) on the Spanish energy efficiency classification of agricultural tractors. The methodology used is explained in document AGR/CA/T/RD(2007)1. The classification uses indexes based on the data of the PTO and drawbar tests of OECD Code 2.

Stéphanie Lacour from the French delegation informed delegates that France will have its energy classification in place at the end of 2009. In 2009, joint scientific work between Spain and France enabled to establish a common energy classification of tractors. A new list will be proposed by Spain and France for 2010.

## 2.3 *Presentation on braking tests by the Turkish delegation*

Mr. Ergül of the Turkish delegation presented a research paper on braking tests. He explained that braking tests are currently included in the performance Code, i.e. Code 2. As braking is dealing with safety, he outlined two possibilities: Either to include braking in a new, separate Code, or to keep braking tests in Code 2 but to make braking tests compulsory. In both cases, he proposed to include precise criteria and methodology. The experts of the TWG welcomed the presentation and strongly supported the continuation of the work as it is an important aspect of the performance Codes. Mr. Ergül was encouraged to provide regular updates to the TWG meetings on the progress of the interesting work.

## 2.4 *Update on the EC braking regulation*

The representative of the European Commission, Mr. Hoekstra, informed delegates of the ongoing changes in the EC legislation. The framework directive 2003/37/EC will be replaced by a new mother regulation. It must be sent to the Council and Parliament for approval. The procedure of Comitology might be used for the proposal regarding braking. He underlined the major difference between a regulation and directive: a regulation does not need to be transposed into national legislation and it is directly applicable whereas a directive needs to be transposed into national legislation before it enters into force.

In the new legislative texts, no changes are expected as regards lighting, emissions and many other aspects, but changes are expected for braking. There is a need to establish criteria. According to the European Commission representative, the new mother regulation should be in place in around one to one and half year.

He emphasized that the mother regulation is part of a process of “Better regulation” whereby the Commission is not in favour of having technical requirements in its own text and prefers to refer to international standards such as those of the UNECE for lighting or OECD for ROPS. In the future, the Commission is likely to get rid of its own technical requirements on ROPS as the OECD text is sufficient. In case the OECD develops an interesting text for braking, the Commission would be ready to make a direct reference to it.

After a thorough discussion of the Turkish presentation and an update on the EC legislation, it was decided to wait until the EC mother regulation is finalized. The majority of delegates were against adding requirements on braking to the text of the Code at this time. However, it was recognized that braking is of a different nature than other optional tests. It was noted that in the future, the discussion should continue on whether to isolate braking issues and to possibly create a new Code.

**Further results of the Turkish research will be awaited. The progress of the EC legislation on braking will be followed closely and discussions on braking tests will continue at the September TWG and TEC.**

### **3. Co-ordinating Centre issues – an update**

#### ***3.1 Progress report of the Co-ordinating Centre***

Mr. Vigier presented the progress report of the Co-ordinating Centre (CC). He mentioned that there had been an increase both in requests and approvals in 2009.

He highlighted the measures that were taken to improve the approval procedure.

- The Co-ordinating Centre is currently recruiting a new engineer.
- The centre is planning to apply for certification under ISO 9001:2008 by the end of the year.
- They intend to standardize comments on reports to simplify and improve comments sent to testing stations.
- A review of the internal information system already started.
- With the help of the Task Force, the CC would like to use simplified test reports that could be provided online with help and examples.

The current CC also informed delegates of its intention to present a bid for the tender for the 2010-2012 period.

#### ***3.2 Update by the Task Force on the progress of the work in streamlining the process of the approval procedure***

The task force met on 1 June ahead of the TWG. Mr. Ryan gave an overview of the discussions that took place:

- A target was set for a turnaround time of 10 working days to obtain approval on test reports.
- The task force discussed the necessity to increase the use of electronic formats.
- It is intended to use uniform standard test reports: an effort should be done to identify material that is not essential.
- There were concerns related to the traceability of test reports: some delegations mentioned that they need the original hard copy of the report.
- It was underlined that there is a need for better trust at the different levels, between the CC and the National Designated Authorities (NDAs) and between the NDAs and the Testing Stations.
- It was mentioned that the OECD has an added value which lies in the series of checks and balances in the approval procedure.
- There is a need to streamline the request of information from the CC to make it more focused. Inconsistencies still exist between reports on the same Code.
- Some delegates stressed the need for simultaneous approvals of certain requests on a range of tractors since it would otherwise provide an unfair advantage to one manufacturer.

**The conclusion of the task force was to first focus on the electronic format and on the simplification of specimen test reports.**

A discussion followed on the CC report and on the Task Force meeting.

The chair recalled that there had been earlier attempts to simplify specimen test reports in the past, in particular while designing the new Code 2, but delegates refused to lighten the reports at that time. However, it was decided that it is now time to reopen the discussion. It was mentioned by delegates that reports entail two kinds of information: on the one hand, some parts are checked by the testing stations and on the other hand, some parts are only declared by manufacturers. Delegates did not agree on whether to remove the information stated to identify tractors: for some delegates, it was essential to be able to identify the tractor, for traceability reasons. Nevertheless, there was an agreement over the necessity to simplify test reports for the next TWG. It was proposed that a small group of 2 or 3 testing stations could work on each specimen test report. It was mentioned that the German and Danish representatives already submitted a proposal to simplify the specimen test report in Code 4 (discussed under item 7 of the agenda).

**It was concluded that a small working group will work on the communication in electronic format, with the help of legal experts. A meeting will take place around the Test Engineers' Conference in order to prepare concrete proposals to be presented at the 2010 Annual Meeting.**

### **3.3 *Update on the Call for Tenders for the services of the Co-ordinating Centre***

The Secretariat provided an update on the ongoing tender procedure for the “Services of the Co-ordinating Centre for the verification of test reports drafted under the OECD Standard Codes for the Official Testing of Agricultural and Forestry Tractors”. Comments from the delegates were received on the call for tender. It was subsequently revised and published on 3 April 2009. The deadline for bids is 4 September 2009.

## **PROTECTIVE STRUCTURE CODES**

### **4. Technical Extension procedure [TAD/CA/T(2009)3]**

Delegates were reminded to send comments to Mr. Cavallo with a copy to the Secretariat on the above-mentioned document so that comments are discussed at the next TWG. Questions were raised on the version of the Codes that should be used in case of an extension procedure. It was mentioned that it would be dealt with under item 8 of the agenda.

**Comments on the document [TAD/CA/T(2009)3 should be sent to [e.cavallo@ima.to.cnr.it](mailto:e.cavallo@ima.to.cnr.it) with a copy to [marion.lalisse@oecd.org](mailto:marion.lalisse@oecd.org) by 15 August for discussion at the next TWG.**

### **5. FOPS (Code 10)**

Mr Langle showed several short movies of drop tests on FOPS to illustrate the impact of falling objects on the protective structure.

### **5.1 Paper by Italy (Treviglio) on updating Code 10**

Mr. Cutini presented several proposals to update Code 10. In the first part of his Room Document (RD), he proposed to clarify the fact that a test of FOPS can be carried out even if there is no ROPS test. The second part of the paper is a proposal to clarify the Code by mentioning that potentially dangerous removable parts should be listed and these parts should be in place during the test. The two proposals contained in the RD were supported by the TWG.

The Co-ordinating Centre mentioned that it would in the future accept FOPS tests without ROPS tests.

Besides, Mr. Cutini also presented a power point document on FOPS testing on different types of ROPS. He discussed worst casing in order to perform only one test.

**The TWG supported the two proposals of Italy contained in the RD that had been distributed (FOPS testing without a ROPS test and clarification on removable parts).**

**It was agreed that a new comprehensive RD should be prepared and sent to delegates before the next Technical Working Group meeting: it will cover all the Italian proposals to modify Code 10 including the proposals on FOPS testing on different ROPS.**

### **5.2 Paper presented by France on FOPS testing**

A new form was used to present this question. Mr. Langle proposed to use this form in the future to allow testing stations and NDAs to raise questions that can be discussed at TWG meetings. These forms could be filed by the Secretariat and could represent a useful database that can be available to all delegates.

**It was decided that delegates should send their proposals to improve this form by 15 August at the latest.**

The content of the paper was then discussed: it deals with a question on whether it would be possible to use different samples of the same FOPS (or parts of the FOPS) when more than one drop test is required. It was put forward that each drop test weakens the roof. Therefore, several identical samples of the FOPS should be provided by the manufacturer to perform the different required drop tests.

Delegates supported both the idea to use the form and the proposal to modify Code 10.

CEMA enquired whether it would be possible to apply this modification of Code 10 before the Annual Meeting, by considering that it is not a modification of the Code, but only a matter of interpretation. However, delegates considered that the current Code 10 does not allow the possibility to use different samples. Therefore, it was suggested to use the written procedure to submit for approval this proposal of modification of Code 10 ahead of the 2010 Annual Meeting.

**The Secretariat will prepare a proposal to be submitted to delegates by written procedure with the modifications outlined in the French RD.**

## 6. Seat belt anchorage test

### 6.1 *Paper presented by the UK delegation on the determination of the worst case scenario*

The UK presented a paper to clarify how to determine the worst case scenario for tractor seatbelt anchorage performance testing. The document describes the methodology to be used.

Delegates mentioned the problem of responsibility and of repeatability of the tests if the engineer is responsible for determining worst casing by means of best engineering practices. It was argued that earlier proposals to define the worst case as the heaviest seat were too simplistic.

**Delegates agreed that this proposal from the UK should be discussed in details at the Technical Working Group in Korea.**

### 6.2 *Presentation of the research project by Turkey on the worst case scenario*

Mr. Silleli presented a paper on the progress of the research on worst case. They used a SOSBET (spring Operated Seat Belt Tester). The aim of this system is to simulate frontal accidents with different positions of the seat. Tests were carried out with a dummy operator. Different loads and speeds could be used. Various parameters were measured throughout the project: seat belt strength, movement of the driver or occupant, speed and acceleration. Delegates discussed the need of frontal crash tests/overturning tests for tractors. The speed used in the tests was also debated.

It was mentioned by delegates that the dynamic tests carried out by Turkish researchers are in relation with accidents that can occur while driving on road at high speed while the seat belt anchorage test included in the OECD Codes is in relation with rolling over accidents during works carried out in fields at low speed: essential requirements and purpose of the tests are therefore so far different.

The TWG welcomed the presentation by Mr. Silleli and gave its strong support to this work. This type of research is very important as we further develop the Codes.

**Mr. Silleli was encouraged by the TWG to continue this research and to provide regular update for discussion at future meetings of the TWG.**

## 7. Harmonisation of Code 4 with ISO 5700 [TAD/CA/T(2009)11]

Mr. Hoy presented a one-page paper to briefly explain the major elements of the harmonisation process between the ISO and the OECD. The key points are:

- “ OECD Codes will continue to be developed, published and used as they always have – changes proposed and discussed in TWGs and/or Test Engineer's Conferences must be approved at the OECD Annual Meeting
- Corresponding dual designated OECD/ISO standards will be controlled by a "Maintenance Agency"

- The Maintenance Agency will be composed of three members from OECD<sup>1</sup> and three members from ISO.
- The Maintenance Agency will consider changes approved at the OECD annual meeting for inclusion in the corresponding ISO standard.
- At times, ISO Technical Experts may be invited to participate in OECD Technical meetings and OECD may be invited to participate in ISO work of interest with the objective of bringing all relevant technical experts together to make technical decisions.
- No changes to OECD Codes will occur without the approval of the OECD Annual Meeting<sup>2</sup>.

### **7.1 Discussion of the comments received by the Secretariat**

It was indicated that comments had been received from the US, UK and Italy. Denmark and Germany submitted a proposal to modify Code 4 and, in particular, the specimen test report. These updates should also be taken into account in the harmonized document. It was underlined that this proposal to simplify test reports was welcomed in the framework of the attempts to improve the approval procedure. Further comments on the harmonization emanated from ISO member countries and from the Secretariat.

The TWG went through the comments country by country in an attempt to clarify all remaining concerns. Comments referred to various aspects: some were of editorial nature, others aimed at introducing definitions. Some concerns were more general about the harmonisation process.

A general discussion took place on the harmonisation between ISO and OECD and on its consequences.

Germany and Denmark presented the simplified specimen test reports and suggested to leave some time for delegates to study the proposal. A debate followed on whether to remove information that allows the identification of the tractor. It was proposed to use the letter C for checked or D for declared, as is already the case for Code 2.

### **7.2 Recommendation – Next steps**

**It was agreed that an updated harmonized document will be prepared, taking into account the comments that have been discussed at the TWG. The new document will also include drawings/figures. Reference to curved ROPS and to testing seatbelt anchorage outside of the cab will be removed. This revised document will be discussed in September at the TWG.**

**Concerning the simplified specimen test report proposed by Denmark and Germany, it was decided that delegates should send their comments on the proposal by 1 August to Denmark (kristen.persson@agrsci.dk), Germany (h.roethemeyer@dlg.org) and the Secretariat (marion.lalisse@oecd.org). Denmark and Germany offered to carry out the work of simplifying test reports in other Codes related to ROPS.**

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<sup>1 1</sup> OECD must decide who the three representatives shall be at the Annual OECD Meeting. It is proposed that two Members of the Bureau and the Secretariat should participate in the Maintenance Agency.

## 8. Need for a transition period between two versions of the Codes

The RD was presented by the Secretariat. It underlines the fact that a transition period can be avoided as changes to the Codes are well known in advance. In the exceptional case where a transition period cannot be avoided, it should be as short as possible. The paper stresses the fact that having a transition period can complicate the process, in particular, by adding unnecessary work to the Co-ordinating Centre.

**It was agreed that transition periods should be avoided as much as possible. Concerning extensions, it should be decided on a case by case basis which version of the Codes should be applied.**

**It was decided that a recommendation will be presented at the Annual Meeting to choose 1 February as the date of release of new versions of the Code.**

## 9. Other business

### 9.1 *Update on the Scientific Working Group*

Ms. Rondelli gave an update on the work of the Scientific Working Group (SWG). A side overturning was performed and the data is currently being processed. She displayed movies demonstrating that in the first part of the overturning, tyres absorb the energy whereas in the second part, the ROPS absorbs the energy.

Other controlled tests are planned, both in the laboratory and on an inclined plane. They then intend to perform tests in the field. After the summer, they plan to invite the SWG for a tractor overturning at the test station in Bologna.

**The SWG will carry on the tests and process the data. The SWG will meet after the summer.**

### 9.2 *Corrections of editorial errors in Codes 6 and 7*

The chair informed the group that the European Commission undertook to translate parts of Codes 6 and 7 in the official EU languages. While doing so, translators spotted editorial errors or references to wrong paragraphs. The errors were corrected as far as possible and the online versions have been updated.

However, in one case, it was difficult to decide without the advice of delegates. It deals with the paragraph 3.3.2.2 of Code 7. Mr. Langle proposed to add an introductory sentence: "A technical extension report can be issued only in one of these cases:" before 3.3.2.2.1.

Ms. Rondelli mentioned that the same wording was used in all Codes for extensions. Delegates assumed the text was already clear enough and that there was no need to modify the wording.

### **9.3 Update on the Test Engineers' Conference in Korea**

The representative of Korea gave some information on the organization of the Test Engineers' Conference that will take place on 21-23 September 2009. The deadline for registration was extended to 15 July. About 30 people had already registered. Delegates were interested in knowing if there is a recommended hotel in Seoul for the days following the Conference. The Korean delegation will soon provide information on this. Delegates were reminded that the recommended hotel in Gyeong-ju city had changed.

The Chair closed the meeting and thanked all participants for their contributions to the discussions.

#### **Timetable of upcoming meetings:**

<b>15<sup>th</sup> Test Engineers' Conference:</b>	<b>21-23 September 2009 in Suwon, Korea</b>
<b>Technical Working Group:</b>	<b>24-25 September 2009 in Gyeong-Ju, Korea</b>
<b>2010 Annual Meeting:</b>	<b>23-24 February 2010 in Paris, France</b>

## Technical Working Group Meeting on Updating the Codes

Held in Madrid, Spain on 2-3 June 2009

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