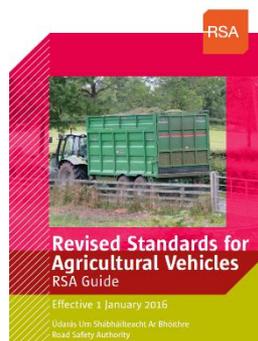


Working To Save Lives



Introduction of Revised Standards for Agricultural Vehicles



Presentation to the Irish Tillage & Land Use Society (ITLUS)

4th December 2014

Speaker: Justin Martin

Location: Clanard Court Hotel, Athy, Co. Kildare

Introductory Note



- Revised standards from 1st January 2016 in the following key safety areas:
 - Braking
 - Lighting & Visibility
 - Weights Dimensions & Coupling
 - Plating & Speed Rating
- Why? – Following a comprehensive review, including a public consultation undertaken by the RSA in 2008 which examined the relevant legislation, policy and practice relating to the use of agricultural vehicles on public roads.



Introductory Note

- Majority of correctly maintained tractors already comply.
- Trailers are also likely to comply, but, due to varying construction standards, some may need remedial work carried out if they are intended to be used at higher weights and speeds. (19 tonnes/40km/h).

Background – 2008 Consultation Document

- Consultation Document entitled document entitled “The Use of Agricultural And Works Vehicles on Public roads” proposed changes be implemented for the operators agricultural vehicles in the following areas:
 - Driver Licensing & Testing.
 - Roadworthiness Testing.
 - Vehicle Standards (Braking, Lighting, Weights & Plating).
 - Speed Limits.
 - Motorway Use.
- Changes for the operators of agricultural vehicles using them for non agricultural purposes were also proposed in the following areas:
 - The requirement to obtain Road Haulage Operator Licences.
 - A ban on the use of rebated fuel.
 - The compulsory use of tachographs.
 - Changes to motor tax rates.
 - The introduction of fixed charge offences.



Summary of Changes from 1st January 2016

- Changes are **only** being implemented in regard to the standards applicable to agricultural vehicles, i.e.
 - Braking Standards.
 - Lighting & Visibility Standards.
 - Weights, Dimensions & Coupling Standards.
 - Plating & Speed Rating Requirements.
- } Regulations will take effect from 1st January 2016
- **No changes** are being implemented in the following areas:
 - Driver Licensing & Testing.
 - Roadworthiness Testing.
 - Speed Limits.
 - Motorway Use.
 - The requirement to obtain Road Haulage Operator Licences.
 - A ban on the use of rebated fuel.
 - The compulsory use of tachographs.
 - Changes to the motor tax rates.
 - The introduction of fixed charge offences.

Braking

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- Min tractor & trailer braking performance requirements (expressed as % efficiencies) being introduced depending on speed capability.
- More onerous braking requirements for tractors designed to be driven and trailers designed to be drawn at speeds in excess of 40km/h.
- **New** agricultural trailers manufactured from 1st January 2016 which are capable by design of being drawn at a speed exceeding 40km/h must be equipped with:
 - pneumatic braking systems even if a hydraulic system is being fitted to ensure compatibility with an existing tractor or tractors.
 - a breakaway brake capable of automatically stopping them should they become detached from the tractor while in motion.
- **New** agricultural trailers manufactured from 1st January 2016 which are capable by design of being drawn at a speed exceeding 60km/h must be equipped with ABS.

Braking



– Breakaway Brake:

- Trailers manufactured prior to 1st January 2016 which are **incapable by design** of being drawn at a speed exceeding 40km/h) may alternatively be fitted with a secondary coupling consisting of a chain or wire rope.
- However trailers manufactured prior to 1st January 2016 which are **capable by design** of being drawn at a speed exceeding 40km/h and which are not fitted with a breakaway brake have until 1st January 2016 to achieve compliance.
- The same rules regarding breakaway brakes/secondary couplings apply to pieces of interchangeable towed equipment **provided such equipment is equipped with brakes.**



Lighting & Visibility

- A summary of the revised tractor standards is as follows:
 - Agricultural tractors and self-propelled agricultural machines require lighting systems fitted at all times and not only during lighting up hours.
 - However an exemption from compliance with this requirement is provided for agricultural tractors and self-propelled agricultural machines manufactured/first registered prior to 1st January 1980 and any trailer/implement drawn by or attached to them provided such a vehicle or combination of vehicles are being used during daylight hours only.
 - Agricultural tractors and self-propelled agricultural machines must also be fitted with a flashing amber beacon which is lit at all times when the vehicle is being used in a public place, with an exemption from this requirement being provided for vintage agricultural tractors taking part in vintage rallies.
 - The use of Lighting Boards will also be required in instances where an agricultural tractor or self-propelled agricultural machine has its lights obscured by an any trailer/implement drawn by or attached to them.



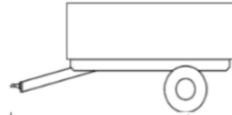
Lighting & Visibility

- A summary of the revised trailer standards is as follows:
 - Agricultural trailers and interchangeable towed equipment must be equipped with lights, including side marker lights.
 - Agricultural trailers with a Design Gross Vehicle Weight (DGWV) exceeding 3,500kg must also be fitted with reflective rear markings and those with a DGWV exceeding 3,500kg and forming part of a combination of vehicles exceeding 10 metres in overall length must, in addition to the reflective rear markings, be fitted with reflective side markings.
 - A rear 'LONG VEHICLE' marking must also be fitted to agricultural trailers forming part of a combination of vehicles exceeding 13 metres in overall length.
 - **Note:** An exemption from compliance with the reflective and rear marking requirements has been granted to interchangeable towed equipment.

Weight Limits – Agricultural Trailers



Weight Limits – Rigid Drawbar (i.e. Unbalanced) Single Axle Agricultural Trailers

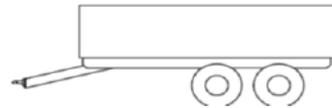


Axle spacing	National Weight Limit Hook/Pin & Eye Type Coupling	National Weight Limit 80mm Ball & Spoon Type Coupling	Technical Requirements
N/A	13 tonnes (10 tonnes on axle & 3 on drawbar)	14 tonnes (10 tonnes on axle & 4 on drawbar)	No Suspension Required

Weight Limits Continued



Weight Limits – Rigid Drawbar (i.e. Unbalanced) Tandem Axle Agricultural Trailers



Axle spacing	National Weight Limit Hook/Pin & Eye Type Coupling	National Weight Limit 80mm Ball & Spoon Type Coupling	Technical Requirements
Less than 1.3 metres	19 tonnes (8 tonnes per axle & 3 on drawbar)	20 tonnes (8 tonnes per axle & 4 on drawbar)	No Suspension Required
1.3 metres or greater	21 tonnes (9 tonnes per axle & 3 on drawbar)	22 tonnes (9 tonnes per axle & 4 on drawbar)	Flexible Suspension Required
1.3 metres or greater	23 tonnes (10 tonnes per axle & 3 on drawbar)	24 tonnes (10 tonnes per axle & 4 on drawbar)	Flexible Suspension & Flotation Tyres (≥500mm wide) Required
1.8 metres or greater	23 tonnes (10 tonnes per axle & 3 on drawbar)	24 tonnes (10 tonnes per axle & 4 on drawbar)	Flexible Suspension & Steering Axle Required

Weight Limits Continued

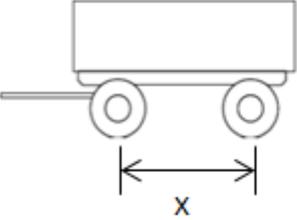
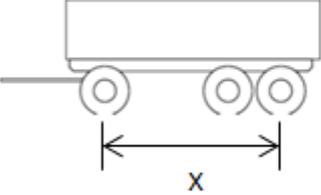
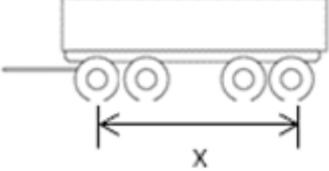


Weight Limits – Rigid Drawbar (i.e. Unbalanced) Triaxle Agricultural Trailers



Axle spacing	National Weight Limit Hook/Pin & Eye Type Coupling	National Weight Limit 80mm Ball & Spoon Type Coupling	Technical Requirements
Less than 1.3 metres	24 tonnes (7 tonnes per axle & 3 on drawbar)	25 tonnes (7 tonnes per axle & 4 on drawbar)	No Suspension Required
1.3 metres or greater	27 tonnes (8 tonnes per axle & 3 on drawbar)	28 tonnes (8 tonnes per axle & 4 on drawbar)	Flexible Suspension Required
1.3 metres or greater	30 tonnes (9 tonnes per axle & 3 on drawbar)	31 tonnes (9 tonnes per axle & 4 on drawbar)	Flexible Suspension & Flotation Tyres (≥500mm wide) Required
1.8 metres or greater	33 tonnes (10 tonnes per axle & 3 on drawbar)	34 tonnes (10 tonnes per axle & 4 on drawbar)	Flexible Suspension, Flotation tyres (>500mm wide) and Steering Axles (i.e. Both Foremost & Rearmost Axles) Required

Weight Limits Continued

<u>Weight Limits - Drawbar/Centre Axle (i.e. Balanced) Agricultural Trailers</u>		
<u>Double axle</u> 	<u>Axle spacing (X)</u>	<u>National Weight Limit</u>
	Less than 3.0 metres	16 tonnes (8 tonnes per axle)
	3.0 metres or greater	18 tonnes (9 tonnes per axle)
<u>Triaxle</u> 	<u>Tonnes/Metre (X)</u>	25 tonnes
	5.5 tonnes	
<u>Four axle</u> 	<u>Tonnes/Metre (X)</u>	30 tonnes
	5 tonnes	

Dimensions

- Overall width of an agricultural trailer/piece of interchangeable towed equipment increased from 2.5 to 2.55 metres.
- **Note:** The following items will be disregarded in the calculation of the overall width of an agricultural trailer/piece of interchangeable towed equipment:
 - the projecting part of flotation tyres and associated mudguards protruding beyond the bodywork on each side of the vehicle up to a maximum of 100 millimetres, and
 - devices associated with hydraulic rear door opening mechanisms.
- The exemption previously provided to land implements from compliance with the overall width requirements during the months July-Oct inclusive has now been extended to interchangeable machinery used all year round provided that, during lighting-up hours, such equipment complies with the requirements of the Lighting Regulations.

Coupling

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- Requirements are also being introduced for the maximum vertical load that can be exerted on an agricultural tractor's coupling by a trailer/piece of interchangeable towed equipment. This vertical load must not exceed:
 - the lower of the tractor or trailer manufacturer's specifications,
 - 3 tonnes, or
 - 4 tonnes in the case of a ball and spoon type coupling **which has been approved and plated** for this load.

Plating



- From 1st January 2016, tractors and trailers must be appropriately plated.
- Retrospective fitment of plates to existing agricultural tractors and rigid drawbar trailers will only be required from 1st January 2016 where:
 - In the case of tractors where they have a maximum design speed exceeding 40km/h
 - In the case of trailers where they are being operated at a laden weight exceeding 19 tonnes for a tandem axle or 22.5 tonnes for a triaxle.
- These plates must only be fitted **by vehicle manufacturers or their authorised distributors**.

NOTE: Combinations of agricultural tractors and trailers, where either of them is unplated, will have their maximum towable mass capped at 3 times the tractor's unladen weight.

Sample Tractor Plate

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Sample Trailer Plate



Name of Manufacturer		
Type Approval Number (If applicable)		
Vehicle Identification Number		
Maximum Design Speed (Kilometers per Hour)		
Tyre Size		
Load Speed Index		
Single or Twin (S/T)		
Inflation Pressure for Weights Specified in Column (1)		
	(1) Weight Not to be Exceeded in Ireland [kg]	(2) Design Weights (if higher than permitted in Ireland) [kg]
Maximum Permitted Laden Weight (Including Drawbar)		
Foremost Axle		
Axle 2 Weight		
Axle 3 Weight		
Axle 4 Weight		
Maximum Drawbar Loading		
Vehicle Length (Including Drawbar)		
Vehicle Width		

Speed Discs



- From 1st January 2016, all new agricultural tractors, self-propelled agricultural machines, agricultural trailers, and interchangeable towed equipment must be fitted with a speed disc indicating their maximum design speed.
- Retrospective fitment of discs to existing vehicles will only be required from 1st January 2016 where such vehicles are **capable by design of either being driven or drawn at a speed exceeding 40km/h.**
- Again, these discs must only be fitted **by vehicle manufacturers or their authorised distributors.**

Further Information

RSA

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Revised Standards for Agricultural Vehicles RSA Guide

Effective 1 January 2016

Údarás Um Shábháilteacht Ar Bhóithre
Road Safety Authority



Thank You!