

भारतीय मानक

कृषि ट्रैक्टरों की संरक्षी संरचनाओं के लिये परीक्षण पद्धति
तथा स्वीकार्यता शर्तें

भाग 1 गत्यात्मक परीक्षण

(पहला पुनरीक्षण)

Indian Standard

**METHOD OF TEST AND ACCEPTANCE CONDITIONS
FOR PROTECTIVE STRUCTURES OF AGRICULTURAL
TRACTORS**

PART 1 DYNAMIC TEST

(First Revision)

UDC 631'372 : 629'114'2'78 : 620'178'3

© BIS 1992

BUREAU OF INDIAN STANDARDS
MANAK BHAVAN, 9 BAHADUR SHAH ZAFAR MARG
NEW DELHI 110002

July 1992

Price Group 8

Indian Standard

METHOD OF TEST AND ACCEPTANCE CONDITIONS FOR PROTECTIVE STRUCTURES OF AGRICULTURAL TRACTORS

PART 1 DYNAMIC TEST

(First Revision)

NATIONAL FOREWORD

This Indian Standard (Part 1) (First Revision) which is identical with ISO 3463 : 1989 'Wheeled tractors for agriculture and forestry — Protective structures — Dynamic test method and acceptance conditions', issued by the International Organization for Standardization (ISO) was adopted by the Bureau of Indian Standards on the recommendation of the Agricultural Tractors and Power Tillers Sectional Committee (FAD 32) and approval of the Food and Agriculture Division Council.

This standard (Part 1) was originally issued in 1986 and was identical with ISO 3463 : 1984. This revision has been made by adoption of ISO 3463 : 1989 wherein 'Seat Index Point (SIP)' in place of 'Seat Reference Point (SRP)' has been adopted. The seating position is therefore moved to the mean horizontal from the rearmost position used in the previous edition. Half the minimum horizontal adjustment specified in ISO 4253 is the adjustment figure used.

To adopt the seat index point (SIP) in place of seat reference point (SRP) the relationship of SIP 90 mm above and 140 mm in front of SRP has been used.

In the adopted standard certain terminology and conventions are not identical with those used in the Indian Standards; attention is drawn specially to the following:

- a) Comma (,) has been used as a decimal marker while in Indian Standards the current practice is to use a point (.) as the decimal marker.
- b) Wherever the words 'International Standard' appear, referring to this standard, they should be read as 'Indian Standard'.

CROSS REFERENCES

In this Indian Standard, the following International Standards are referred to. Read in their place the following:

<i>International Standard</i>	<i>Corresponding Indian Standard</i>	<i>Degree of Equivalence</i>
ISO 612 : 1978 Road vehicles — Dimensions of motor vehicles and towed vehicles — Terms and definitions	IS 9435 : 1980 Terms and definitions relating to dimensions of road vehicles	Technically equivalent
ISO 5353 : 1978 Earth-moving machinery, and tractors and machinery for agriculture and forestry — Seat index point	IS 11113 : 1989 Determination of seat index point of earth moving equipment	Technically equivalent
ISO 4253 : 1977 Agricultural tractors — Operators seating accommodation — Dimensions	IS 11243 : 1988 Agricultural tractors — Operators seating accommodation — Dimensions	Not equivalent

As in the Original Standard, this Page is Intentionally Left Blank

0 Introduction

0.1 In the revision of this International Standard to adopt "Seat Index Point" (SIP) in place of "Seat Reference Point" (SRP), the mean seat position is used in accordance with ISO 5353. The seating position is therefore moved to the mean horizontal from the rearmost position used in previous editions. Half the minimum horizontal adjustment as stated in ISO 4253 is the adjustment figure used.

To adopt the seat index point (SIP) in place of seat reference point (SRP), the relationship of SIP 90 mm above and 140 mm in front of the SRP has been used. This relationship should be used when converting from SRP to SIP or vice versa.

The 1980 edition of ISO 3462, *Tractors and machinery for agriculture and forestry — Seat reference point — Method of determination* used a relationship of SIP 97 mm above and 130 mm in front of the seat reference point. In a practical comparison, however, it was found that the 90 mm vertical and the 140 mm horizontal relationship gave the most accurate conversion.

Variation from the 1980 edition of ISO 3462 is due to

- a) seat cushions not being horizontal in practice;
- b) seat cushion angle to backrest not being 90°;
- c) curvature on the backrest placing the SIP device slightly forward of the SRP device.

0.2 Testing of protective structures for wheeled tractors for agriculture and forestry aims at minimizing the likelihood of driver injury resulting from accidental overturning during normal operation of the tractor.

The strength of the protective structure is tested by simulating such loads as are imposed on the cab or frame when the tractor overturns either to the rear or to the side without free fall. The tests allow observations to be made on the strength of the structure and the attachment brackets to the tractor and also of the tractor parts that may be affected by the load imposed on the structure.

Annex A gives requirements for providing resistance to brittle fracture at reduced operating temperature.

1 Scope and field of application

This International Standard specifies a dynamic test method and the acceptance conditions for protective structures (cab or frame) of wheeled tractors for agriculture and forestry.

It applies to tractors having at least two axles for pneumatic-tired wheels, with or without track attachments, and with a basic mass of 800 to 6 000 kg.

The minimum track width of rear wheels should generally be greater than 1 150 mm. It is recognized that there may be designs of tractors, for example, lawn mowers, narrow vineyard or low profile tractors used in low buildings with limited overhead clearance, orchards, etc., stilt tractors and certain forestry machines such as forwarders, for which this International Standard is not appropriate.

2 References

ISO 612, *Road vehicles — Dimensions of motor vehicles and towed vehicles — Terms and definitions.*

ISO 2408, *Steel wire ropes for general purposes — Characteristics.*

ISO 4253, *Agricultural tractors — Operator's seating accommodation — Dimensions.*

ISO 5353, *Earth-moving machinery, and tractors and machinery for agriculture and forestry — Seat index point.*

3 Definitions

For the purposes of this International Standard, the following definitions apply.

3.1 protective structure : Cab or frame for the protection of drivers of wheeled tractors for agriculture or forestry by minimizing the likelihood of driver injury resulting from accidental overturning during normal operation.

NOTE — The protective structure is characterized by providing space for the clearance zone either inside the envelope of the structure or within a space bounded by a series of straight lines from the outer edge of the structure to any part of the tractor that might come into contact with flat ground and is capable of supporting the tractor in that position if the tractor overturns.

3.2 tractor mass : Mass of the unladen tractor in working order with tanks and radiators full, protective structure with cladding, and any track equipment or additional front-wheel drive components required for normal use. The operator, optional ballast weights, additional wheel equipment, special equipment and loads are not included.

3.3 reference mass : Mass, not less than the tractor mass (see 3.2), selected by the manufacturer for calculation of the energy inputs to be used in the tests.

3.4 impact test : Application of a dynamic load produced by a block acting as a pendulum.

3.5 crushing test : Application of a vertical load through a beam placed laterally across the uppermost members of the protective structure.

3.6 longitudinal median plane (of a vehicle) : See ISO 612.

3.7 vertical reference plane (of a vehicle) : Vertical plane generally longitudinal to the tractor and passing through the seat index point and the steering-wheel centre.

NOTE — Normally this reference plane coincides with the longitudinal median plane of the tractor.

4 Symbols

The following symbols are used in this International Standard :

m = tractor mass, as defined in 3.2, in kilograms

m_t = reference mass, as defined in 3.3, in kilograms

F = static load force, in newtons

E = energy input to be absorbed during test, in joules

H = the lift height of the pendulum block centre of gravity, in millimetres

L = reference wheelbase, which shall be not less than the maximum wheelbase, in millimetres

I = reference moment of inertia about the rear axle excluding the rear wheels, which shall be not less than the maximum moment of inertia, in kilogram metres squared.

5 Apparatus

5.1 Clearance zone framework

Means to prove that the clearance zone has not been entered during the test : a measuring rig complying with figures 1, 2a) and 2b) can be used.

5.2 Impact tests

5.2.1 Device to strike a blow against the protective structure, a pendulum block with a mass of 2 000 kg.

The pendulum block mass does not include the mass of the chains. The maximum chain mass shall be 100 kg.

The dimensions of the block, which shall be suspended from two chains from pivot points 6 m or more above ground level, shall be as shown in figure 3.

The pendulum block centre of gravity shall coincide with its geometric centre.

5.2.2 Means to lash the tractor to the ground. The tractor shall be lashed, by means of steel wire ropes incorporating tensioning devices, to ground rails preferably spaced approximately 600 mm apart throughout the area immediately below the pivot points and extending for approximately 9 m along the pendulum block axis and approximately 1,8 m to either side. Details of the means are given in figures 4, 5 and 6.

The wire rope shall be round, stranded with fibre core, construction 6 × 19 according to ISO 2408, using wire of tensile strength 1 770 N/mm².

The nominal diameter shall be as specified in table 1.

Table 1 — Nominal diameter of lashing ropes

Tractor mass, m kg	Rope diameter mm
$m < 5\,000$	13
$m > 5\,000$	16

5.2.3 Softwood beam, of cross-section 150 mm × 150 mm, to restrain the rear wheels when striking from the front and rear, and to clamp against the side of the front and rear wheels when striking from the side, as shown in figures 4, 5 and 6.

5.2.4 Wooden prop, to restrain the opposite rear wheel when striking from the side as shown in figure 6. Its length shall be 20 to 25 times its thickness and its width 2 to 3 times its thickness.

5.2.5 Device to measure elastic deflection, such as that shown in figure 7, in a horizontal plane that coincides with the upper limiting surface of the clearance zone.

5.3 Crushing tests

5.3.1 Means to apply downward force on the protective structure, such as that shown in figure 8, including a stiff beam with a width of 250 mm.

5.3.2 Equipment to measure total vertical force applied.

6 Preparation of tractor and protective structure

6.1 The protective structure shall be to production specifications and shall be fitted to the appropriate tractor model chassis in accordance with the manufacturer's declared attachment method.

6.2 A track width setting for the rear wheels shall be chosen such that, as far as possible, the protective structure is not supported by tyres during the test.

6.3 Cross-ply tyres should preferably be used.

6.4 The gear lever shall be in neutral and the hand-brake off.

6.5 All detachable windows, panels and removable non-structural fittings shall be removed so that they do not contribute to the strength of the protective structure.

In cases where it is possible to fix doors and windows open, or remove them during work, they shall either be removed or fixed open for the test, so that they do not add to the strength of the protective structure. It shall be noted whether, in this position, they would create a hazard for the driver in the event of overturning.

6.6 Impact tests

6.6.1 General

The position of the block and its supporting chains shall be selected so that the impact point will be at the upper edge of the protective structure and in line with the travel arc of the block centre of gravity.

The tractor shall be positioned and held securely in the area beneath the pivots so as to be struck appropriately.

The lashing attachment points shall be approximately 2 m behind the rear axle and 1,5 m in front of the front axle.

The tractor tyres shall be inflated according to the different types of tractor (no water ballast being used), and the lashing tightened to give deflections appropriate to the tractor type and tyre as shown in table 2.

6.6.2 Front and rear impact tests

The lashings shall be one on each side of both axles giving a resultant force in the plane in which the block centre of gravity will swing.

After the lashings have been tightened for the front and rear blows, a beam (see 5.2.3) shall be clamped against the appropriate wheels on the side opposite the pendulum and driven tight against them (see figures 4 and 5).

Table 2 — Impact tests — Deflection

Tractor type	Tyre pressure		Deflection mm
	kPa	(bar)	
Four-wheel drive with front and rear wheels of the same size :	Front	(1)	25
	Rear	(1)	25
Four-wheel drive with front wheels smaller than rear wheels :	Front	(1,5)	20
	Rear	(1)	25
Two-wheel drive :	Front	(2)	15
	Rear	(1)	25

6.6.3 Side impact test

The lashing shall be on the side of the axles adjacent to the blow.

A beam (see 5.2.3) shall be clamped against the side of the front and rear wheels opposite the pendulum and driven hard against the tyres. After lashing, a beam (see 5.2.4) shall be placed as a prop against the rear wheel rim and secured to the floor so that it is held tight against the rim during the impact, as shown in figure 6. The beam length shall be chosen so that when in position against the rim it is at an angle of $30 \pm 3^\circ$ to the horizontal.

6.7 Crushing tests

When in position for the crushing test, the tractor shall be supported under the axles so that the load applied is not carried on the wheels.

7 Procedure

7.1 Sequence of tests

7.1.1 For tractors with less than 50 % of the tractor mass on the front wheels, the following sequence shall be used (the sub-clause numbers are those in which the tests are described) :

- a) impact from the rear (see 7.2.1 and 7.2.2);
- b) crushing at the rear (see 7.4.1);
- c) impact from the front (see 7.2.1 and 7.2.3);
- d) impact from the side (see 7.3);
- e) crushing at the front (see 7.4.2).

7.1.2 For tractors with 50 % or more of the tractor mass on the front wheels, the following sequence shall be used (the sub-clause numbers are those in which the tests are described) :

- a) impact from the front (see 7.2.1 and 7.2.3);
- b) impact from the side (see 7.3);
- c) crushing at the rear (see 7.4.1);
- d) crushing at the front (see 7.4.2).

7.1.3 No repairs or straightening of any member shall be carried out between tests.

7.1.4 If a protruding member would present an inadequate area for the pendulum block, a steel plate of appropriate thickness and depth and about 300 mm in length shall be fastened to the member such that the strength of the protective structure is not affected.

7.1.5 The energy input to be absorbed by the protective structure during the test shall be reported; it is calculated, in joules, by the formula :

$$E = 19,6 H$$

7.2 Impact from rear and front

7.2.1 Positioning of tractor

For the impact tests to the rear and front, the tractor shall be positioned so that the supporting chains and the pendulum block face are at an angle of 20° to the vertical when striking the protective structure. If the angle of the protective structure member at the contact point at maximum deflection during impact is greater than 20° to the vertical, the block angle shall be further adjusted by any convenient means so that the striking face and the protective structure member are parallel at the impact point and maximum deflection, the supporting chains being at 20° to the vertical when the block strikes the protective structure.

Where the angle is greater than 20°, the adjustment of the pendulum block striking face shall be based on estimated maximum deformation.

7.2.2 Impact from rear

The rear impact is not required on tractors having 50 % or more of the tractor mass on the front wheels.

The rear blow shall be struck in a vertical plane parallel to the longitudinal median plane on the corner opposite to that on which the side impact (see 7.3) is made and at two-thirds of the distance from the tractor median plane to the vertical plane touching the outside extremity of the protective structure top. However, if a curve in the back of the protective structure starts at less than two-thirds of the distance from the centre, the im-

pact shall be at the beginning of that curve, i.e. at the point where this curve is tangential to a line at right angles to the tractor median plane.

The height of the pendulum block lift shall be calculated from either of the following formulae. The choice of formula is at the manufacturer's discretion.

$$\text{Alternative 1 : } H \text{ (mm)} = 2,165 \times 10^{-8} m_t L^2$$

$$\text{Alternative 2 : } H \text{ (mm)} = 5,74 \times 10^{-2} I$$

7.2.3 Impact from front

The general requirements for this test are similar to those for the impact from the rear. The blow shall be struck as close to the protective structure top corner as is practicable on the same side as that on which the side impact is made (see 7.3). "As close to the corner as practicable" means 80 mm maximum from a vertical plane parallel to the tractor longitudinal median plane touching the outside extremity of the protective structure top. However, if a curve in the front of the protective structure starts at a distance further than 80 mm inside this vertical plane, the impact shall be struck at the beginning of the curve, i.e. at the point where this curve is tangential to a line at right angles to the median plane of the tractor.

The pendulum block lift shall be calculated from the following formulae :

$$- H = 25 + 0,07 m_t, \text{ where } m_t = 800 \text{ to } 2\,000 \text{ kg}$$

$$- H = 125 + 0,02 m_t, \text{ where } m_t = 2\,000 \text{ to } 6\,000 \text{ kg}$$

7.3 Impact from either side

7.3.1 Positioning of tractor

For the side impact test the impact direction shall be horizontal.

The tractor shall be positioned so that the supporting chains and the pendulum block striking face are vertical when striking the protective structure. If the protective structure member angle at the contact point is not vertical, the pendulum block striking face and the protective structure members shall be set parallel at the impact point at maximum deflection by one additional support. The supporting chains shall remain vertical at the impact point.

In the case of non-vertical structure members, the adjustment of the pendulum block striking face shall be based on estimated maximum deformation.

7.3.2 Impact from side

If it is certain that any particular member will take the initial impact when the tractor returns sideways, the impact shall be struck against this member. Otherwise, the impact shall be struck against the highest side member and in the vertical plane perpendicular to the longitudinal median plane (see clause 9) and 60 mm forward of the seat index point. In case of an offset seat and/or non-symmetrical strength of the protective structure, the side blow shall be on the side more likely to enter the clearance zone.

The lift height of the pendulum block shall be calculated from the following formulae :

- $H = 25 + 0,2 m_t$, where $m_t = 800$ to $2\ 000$ kg
- $H = 125 + 0,15 m_t$, where $m_t = 2\ 000$ to $6\ 000$ kg

7.4 Crushing tests

7.4.1 Crushing at rear

The beam shall be positioned across the rear uppermost structural members and the resultant crushing forces shall be located in the vertical reference plane. The force F shall be applied, where $F = 20 m_t$, in newtons. This force shall be maintained for at least 5 s after the cessation of any visually detectable movement of the protective structure.

Where the rear part of the protective structure roof will not sustain the full crushing force, the force shall be applied until the roof is deflected to coincide with the plane joining the protective structure upper part with that part of the tractor rear capable of supporting the vehicle mass when overturned. The force shall then be removed and the tractor or loading force repositioned so that the beam is over that point of the protective structure which would then support the tractor front when completely overturned and the full force applied.

7.4.2 Crushing at front

The beam shall be positioned across the front uppermost structural members and the resultant crushing forces shall be located in the vertical reference plane. The force F shall be applied where $F = 20 m_t$, in newtons. This force shall be maintained for at least 5 s after the cessation of any visually detectable movement of the protective structure.

Where the front part of the protective structure roof will not sustain the full crushing force, the force shall be applied until the roof is deflected to coincide with the plane joining the protective structure upper part with that part of the tractor front capable of supporting the vehicle mass when overturned. The force shall then be removed and the tractor or loading force repositioned so that the beam is over that part of the protective structure which would then support the tractor rear when completely overturned and the full force applied (see figure 9).

8 Seat index point

The seat index point (SIP) shall be determined, in accordance with ISO 5353.

For a suspended seat, the seat shall be set to the suspension travel mid-point, unless this is contradictory to clearly stated instructions by the seat manufacturer. Where special instructions for the seat setting exist, these shall be observed.

9 Clearance zone

9.1 The clearance zone is illustrated in figures 1, 2a) and 2b). Referring to the figures, the zone is defined in relation to the vertical reference plane (see 3.7). This reference plane shall be assumed to move horizontally with the seat and steering-wheel during impacts but to remain perpendicular to the tractor or the protective structure floor.

9.2 The clearance zone specified in 9.3 a) to j) assumes a seat adjustment of ± 75 mm horizontally and ± 30 mm vertically from the seat mid-position. Where the seat adjustment exceeds these values, the clearance zones shall be modified in accordance with 9.2.1 and 9.2.2.

9.2.1 If the horizontal seat adjustment provided exceeds ± 75 mm from the mid-position, then any dimensions forward from the SIP shall be reduced, and dimensions to the rear from the SIP increased, on the basis :

[Total adjustment to the rear of the seat mid-position minus 75 mm]

9.2.2 If the vertical seat adjustment provided exceeds ± 30 mm, then any dimensions above the SIP shall be increased and dimensions below the SIP reduced on the basis :

[Total adjustment above the seat mid-position minus 30 mm]

9.3 The clearance zone (see figures 1 and 2) is defined as in a) to j) when the tractor is standing on its wheels on a horizontal surface, with, where applicable, the steering-wheel adjusted to the mid-position for seated driving.

a) a horizontal plane — $A_1B_1B_2A_2$ — $840\text{ mm}^{1)}$ above the SIP with line B_1B_2 located $65\text{ mm}^{1)}$ behind the SIP;

b) an inclined plane — $G_1G_2I_2I_1$ — perpendicular to the vertical reference plane and including the rearmost point of the seat backrest extended rearwards by $75\text{ mm}^{1)}$ and upwards by $30\text{ mm}^{1)}$, the extension of which passes through a point $840\text{ mm}^{1)}$ above the SIP, $215\text{ mm}^{1)}$ behind the SIP;

c) a cylindrical surface — $A_1A_2I_2I_1$ — perpendicular to the vertical reference plane, with a radius of 120 mm tangential to the planes defined in a) and b);

d) a cylindrical surface — $B_1C_1C_2B_2$ — perpendicular to the vertical reference plane, having a radius of 900 mm and centre 65 mm behind and 60 mm below the SIP (see figures 1 and 2), with the line C_1C_2 located 400 mm forward of B_1B_2 ;

e) an inclined plane — $C_1D_1D_2C_2$ — perpendicular to the vertical reference plane, joining the surface defined in d) at its forward edge and passing 40 mm from the steering-wheel rim;

1) See 9.2.

- f) a vertical plane — $D_1E_1E_2D_2$ — perpendicular to the vertical reference plane 40 mm forward of the steering-wheel forward edge;
- g) a horizontal plane — $E_1F_1F_2E_2$ — 60 mm¹⁾ below the SIP;
- h) a surface, curved if necessary — $G_1F_1F_2G_2$ — from the bottom limit of the plane defined in b) to the horizontal plane defined in g), following the general direction of and parallel to a surface in contact with the seat backrest rear surface, extended rearwards 75 mm¹⁾ and upwards 30 mm¹⁾;
- i) vertical planes — $J_1E_1F_1G_1H_1$ and $J_2E_2F_2G_2H_2$ — at not less than 250 mm on either side of the vertical reference plane where the distance E_1E_2 shall be equal to the steering-wheel diameter plus 40 mm on each side of the steering-wheel rim or 500 mm, whichever is greater;
- j) parallel planes — $A_1B_1C_1D_1H_1I_1$ and $A_2B_2C_2D_2H_2I_2$ — inclined so that the plane upper edge on the side to which the side blow is struck is at least 100 mm from the reference plane.

10 Tolerances

Measurements during the tests shall be made to the following tolerances :

- a) dimensions of the protective structure and tractor, of clearance zone and of tyre deflection when lashed for impact tests : ± 3 mm;
- b) deflection : ± 3 mm;
- c) lift height of pendulum block set for impact tests : ± 6 mm;
- d) measured tractor mass : ± 20 kg;
- e) force applied in crushing tests : ± 2 %;
- f) pendulum block mass (chain mass excluded) : ± 20 kg;
- g) angle of pendulum block supporting chains at impact point : $\pm 2^\circ$;
- h) moment of inertia : ± 5 %.

11 Acceptance conditions

For the protective structure to be accepted it shall fulfil the conditions in 11.1 to 11.6 during and after the test.

11.1 No part shall enter the clearance zone as defined in clause 9. No part may strike the seat during the tests. Furthermore, the clearance zone shall not be outside protective struc-

ture protection as defined in 3.1. For this purpose it shall be considered to be outside protective structure protection if any part of it would have come in to contact with flat ground had the tractor overturned towards the direction from which the blow was struck. To estimate this, the tyres and track width setting shall be the smallest standard fitting specified by the manufacturer.

11.2 The protective structure and tractor shall be visually examined for cracks and tears after each test. The following conditions shall be met :

- a) there shall be no cracks in structural members, mounting components or tractor parts contributing to the strength of the protective structure, except as covered by c);
- b) there shall be no cracks in welds contributing to the strength of the protective structure or its mounting components : spot- or track-welding used for attachment of cladding panels shall however normally be excluded from this requirement;
- c) energy-absorbing tears in sheet metal structures are acceptable, provided that they are judged by the test office not to have significantly reduced the resistance to deflection of the protective structure : tears in sheet metal components caused by the edge of the pendulum block shall normally be ignored.

11.3 There shall be no protruding member or component which would be likely to cause serious injury during an overturning accident or which, through the deformation occurring, might trap the operator, for example by a leg or foot.

11.4 There shall be no other components presenting a serious hazard to the operator.

11.5 During the side impact test, the elastic deformation shall not exceed 250 mm in a horizontal plane that coincides with the upper limiting surface of the clearance zone.

11.6 If the protective structure is claimed to have properties resistant to cold weather embrittlement, the manufacturer shall give details which shall be included in the report. (See clause 14.)

One method of providing this information is to carry out the tests given in clause 7 at -18°C or colder. Other appropriate methods are given in annex A.

12 Extension to other tractor models

In the case of a protective structure which has fulfilled the conditions required for acceptance and which is designed to be used on other tractor models, the tests specified in clause 7 need not be carried out on each tractor model, provided that the protective structure and tractor comply with the conditions in 12.1 to 12.5.

1) See 9.2.

In such cases, the test report shall contain a reference to the previous test report.

12.1 The mass of this tractor, used in the test, shall not exceed the reference mass by more than 5 %.

12.2 If the lift height of the pendulum block for the impact from the rear was calculated by alternative formula 1 (see 7.2.2), the maximum wheelbase shall not exceed the reference wheelbase. If the lift height of the pendulum block for the impact from the rear was calculated by alternative formula 2, the maximum moment of inertia about the rear axle shall not exceed the reference moment of inertia.

12.3 The attachment method and the tractor components to which the attachment is made shall be identical or of equivalent strength.

12.4 Any components such as mudguards and bonnet, which may provide support for the protective structure, shall be identical or at least judged to give the same support.

12.5 The position and critical dimensions of the seat in the protective structure and the relative position of the tractor protective structure shall be such that the clearance zone would have remained within the protection of the deflected structure throughout all the tests.

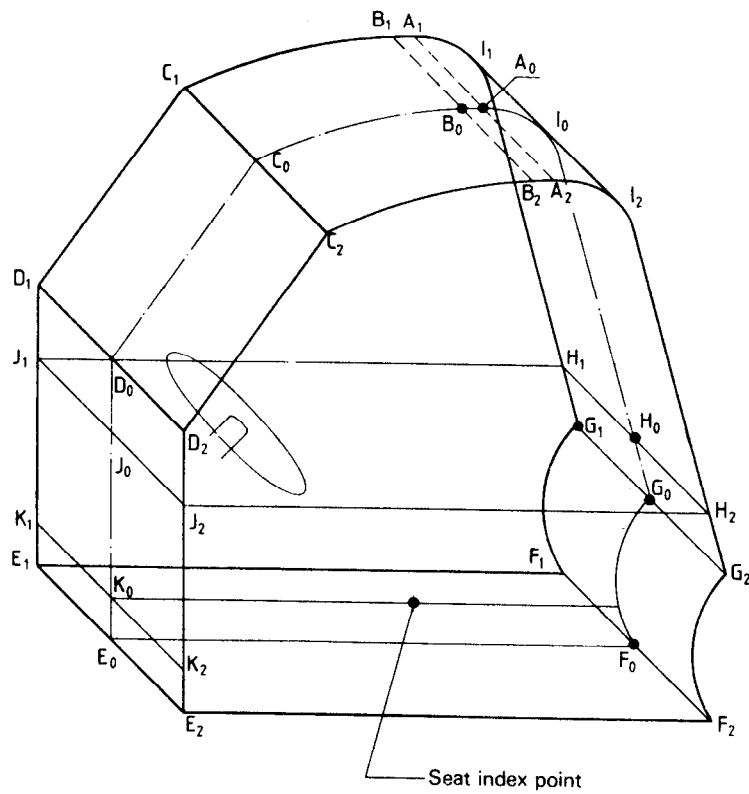
13 Labelling

If a label is required, it shall be durable and permanently attached to the main structure such that it can be easily read. It shall be protected from damage and it shall contain at least the following information :

- a) name and address of the manufacturer or constructor of the protective structure;
- b) protective structure identification number (design or serial number);
- c) tractor make, model(s) or series number(s) the structure is designed to fit;
- d) number of the International Standard(s) according to which the protective structure has proved to fulfil the stated performance requirements (for example : ISO 3463, ISO 5700).

14 Test report

The test report shall be in accordance with annexes B and C.



Dimension		Remarks
	mm	
A_1A_0 B_1B_0	100	Minimum
A_1A_2 B_1B_2 C_1C_2	500	
D_1D_2 E_1E_2	500	
F_1F_2 G_1G_2 H_1H_2 I_1I_2 J_1J_2	500	
E_1E_0 E_2E_0	250	Minimum or equal to the steering-wheel radius plus 40 mm, whichever is greater
J_0E_0 F_0G_0 I_0G_0 C_0D_0 E_0F_0	300 — — — —	

NOTE — For other dimensions, see figures 2a) and 2b).

Figure 1 — Clearance zone

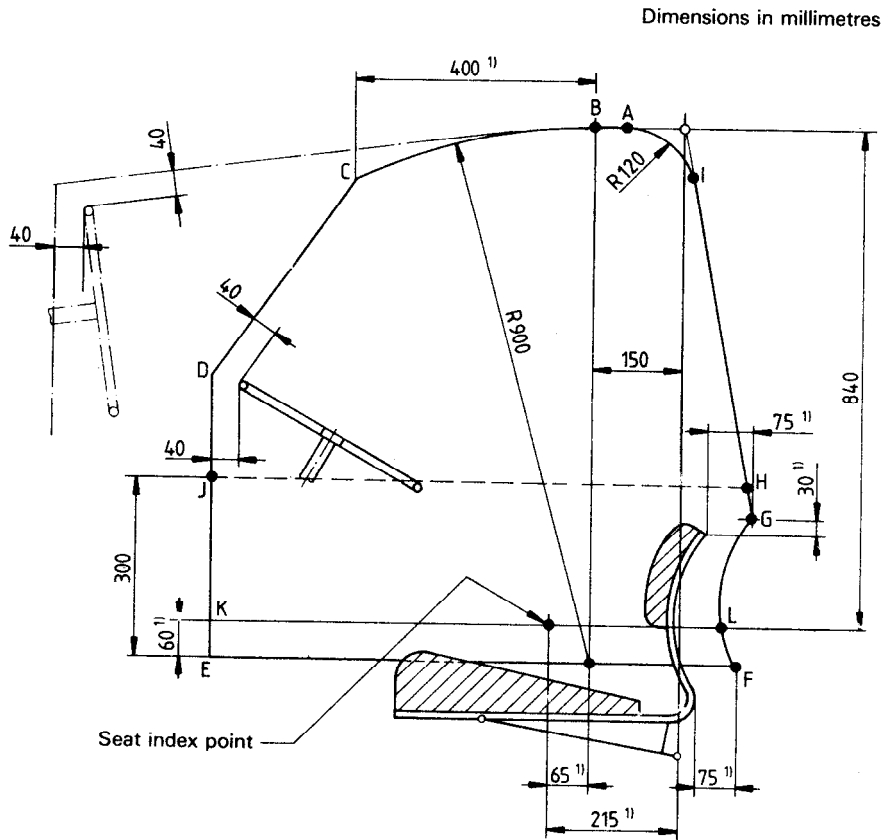


Figure 2a) – Clearance zone from side

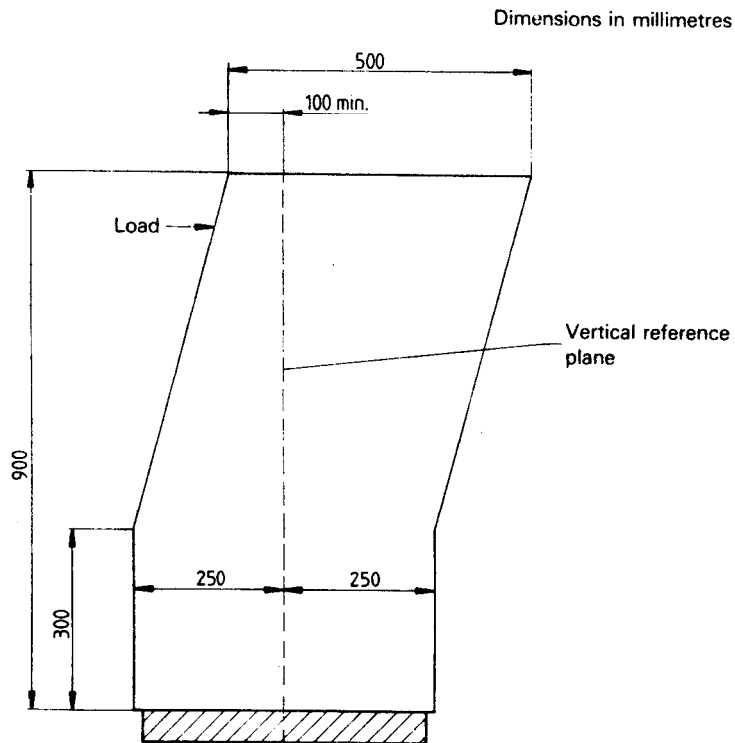


Figure 2b) – Clearance zone from front or rear, 65 mm behind the seat index point

Dimensions in millimetres

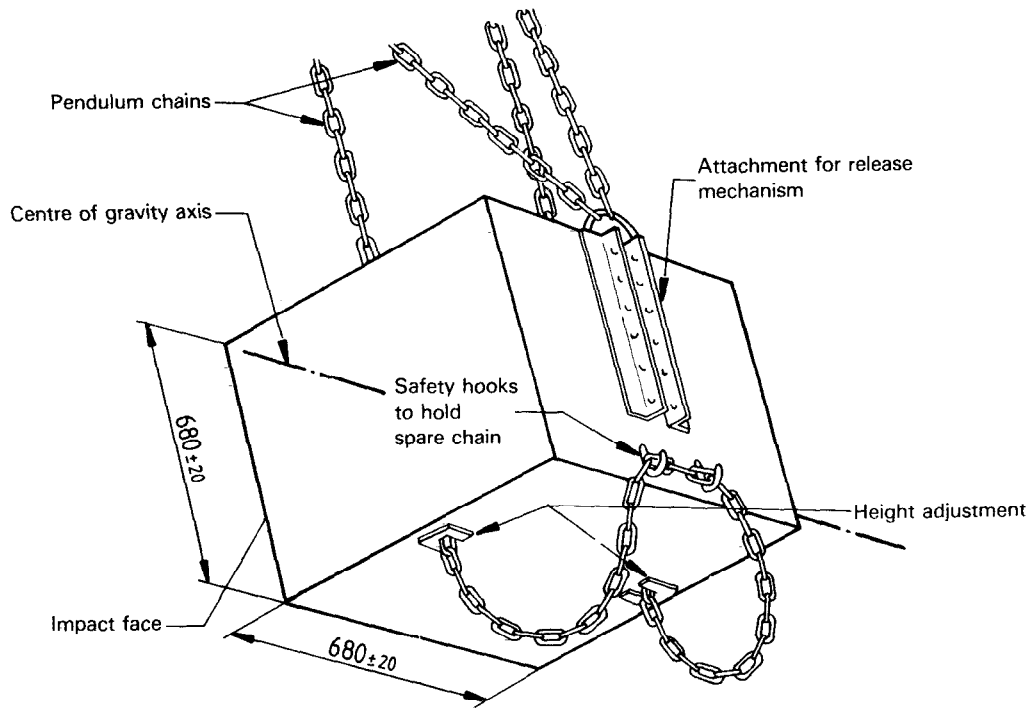


Figure 3 — Illustration of pendulum block

Dimensions in millimetres

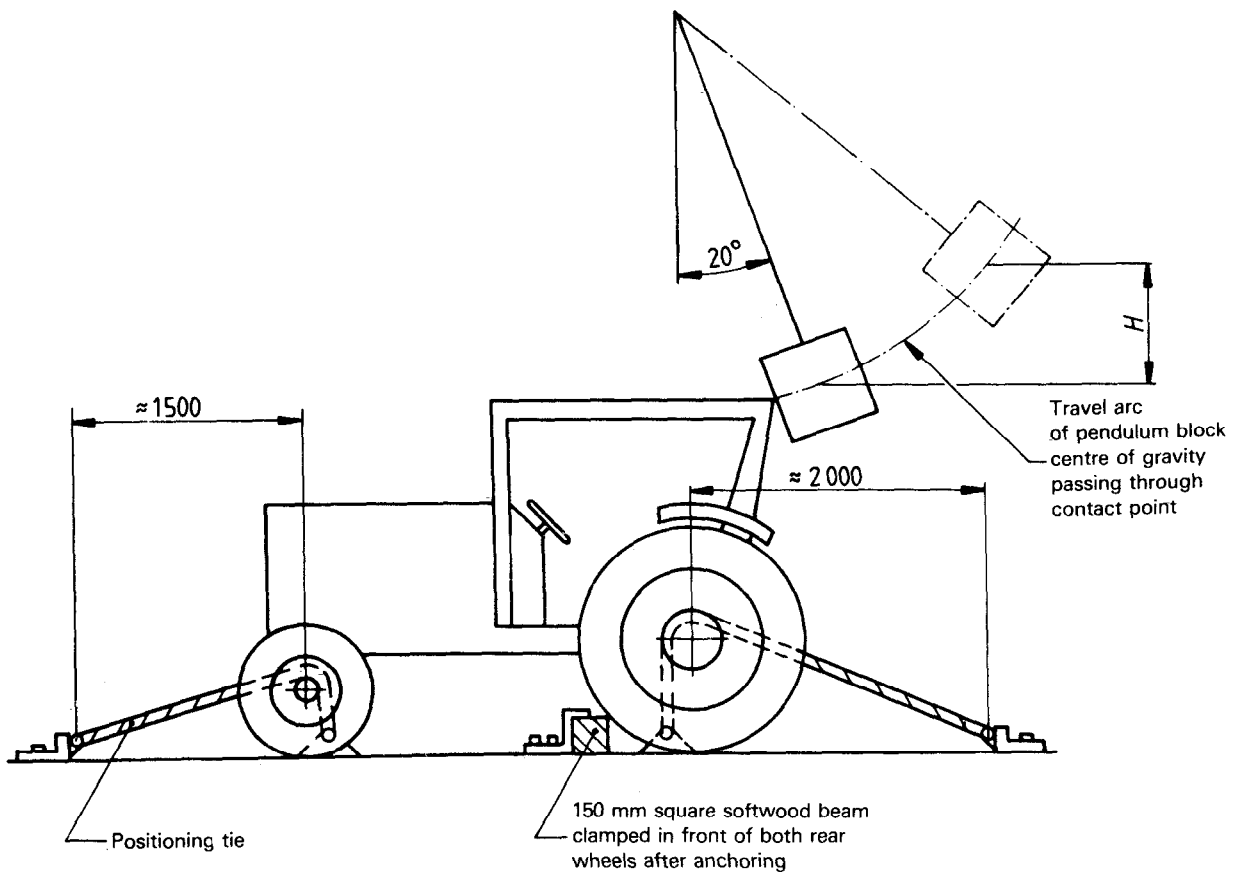


Figure 4 — Example of lashing method — Impact from rear

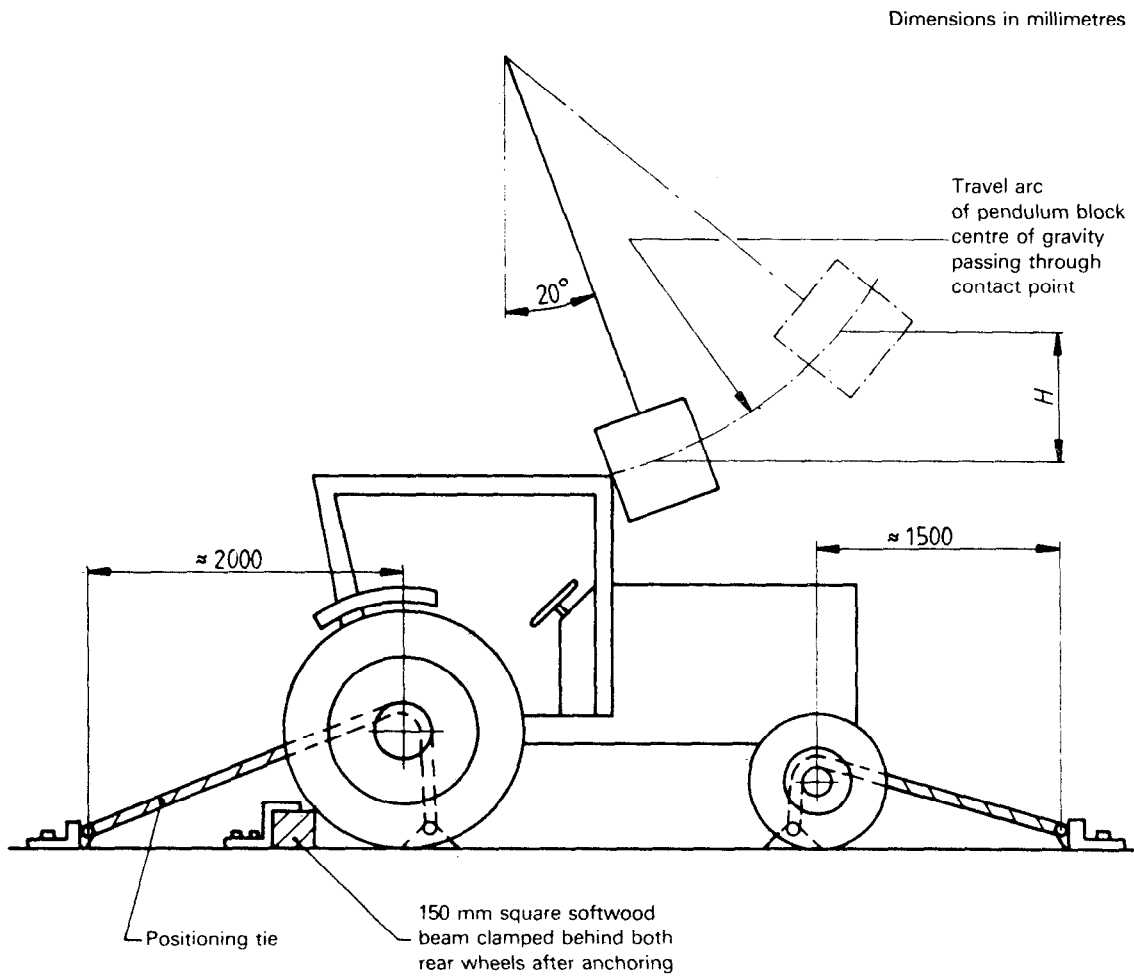


Figure 5 — Example of lashing method — Impact from front

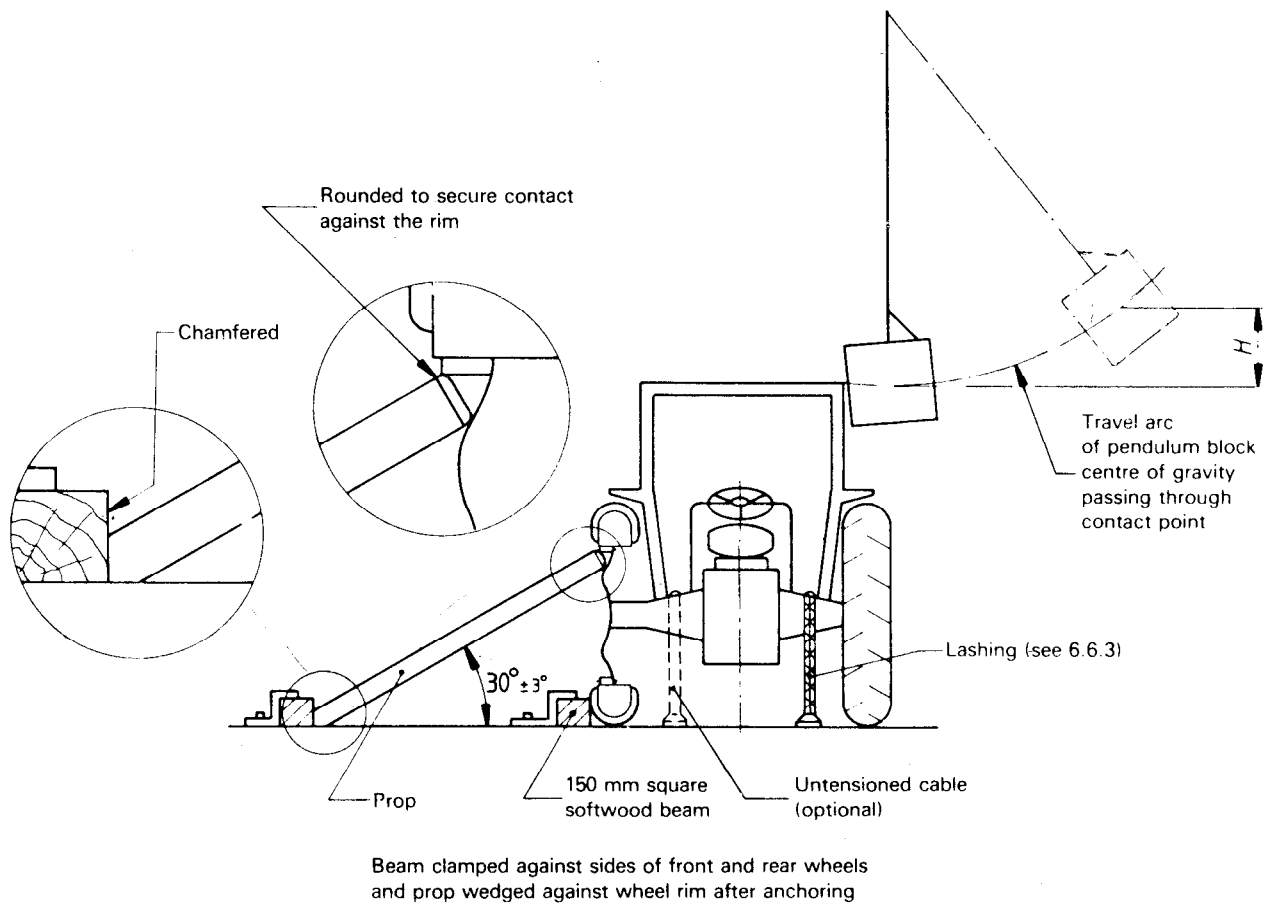


Figure 6 – Example of lashing method – Impact from side

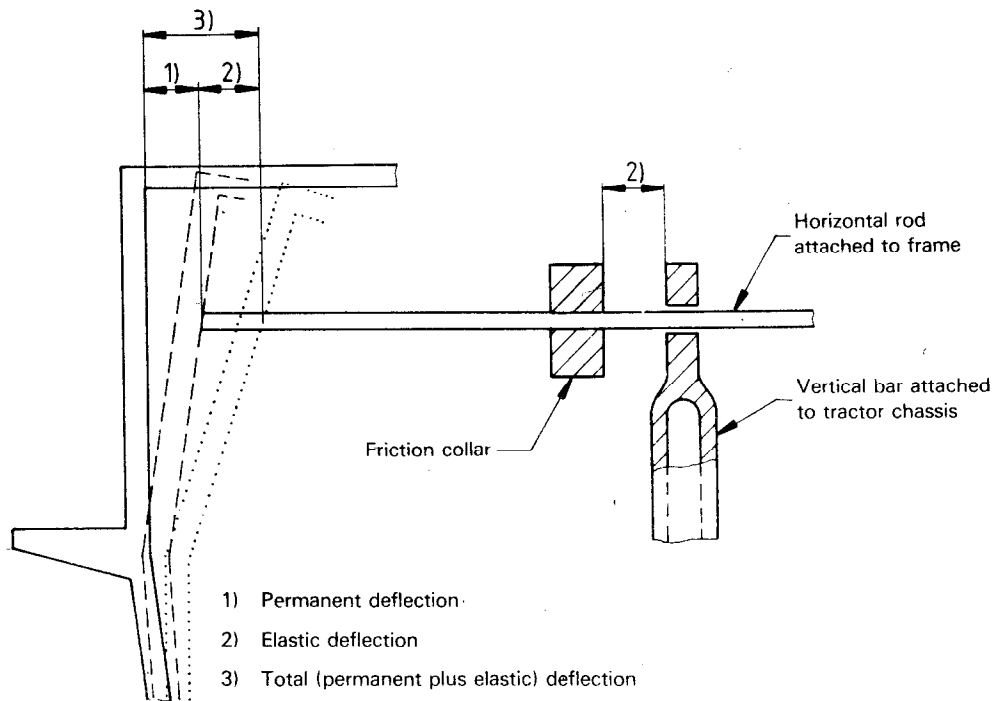


Figure 7 — Example of device to measure elastic deflection

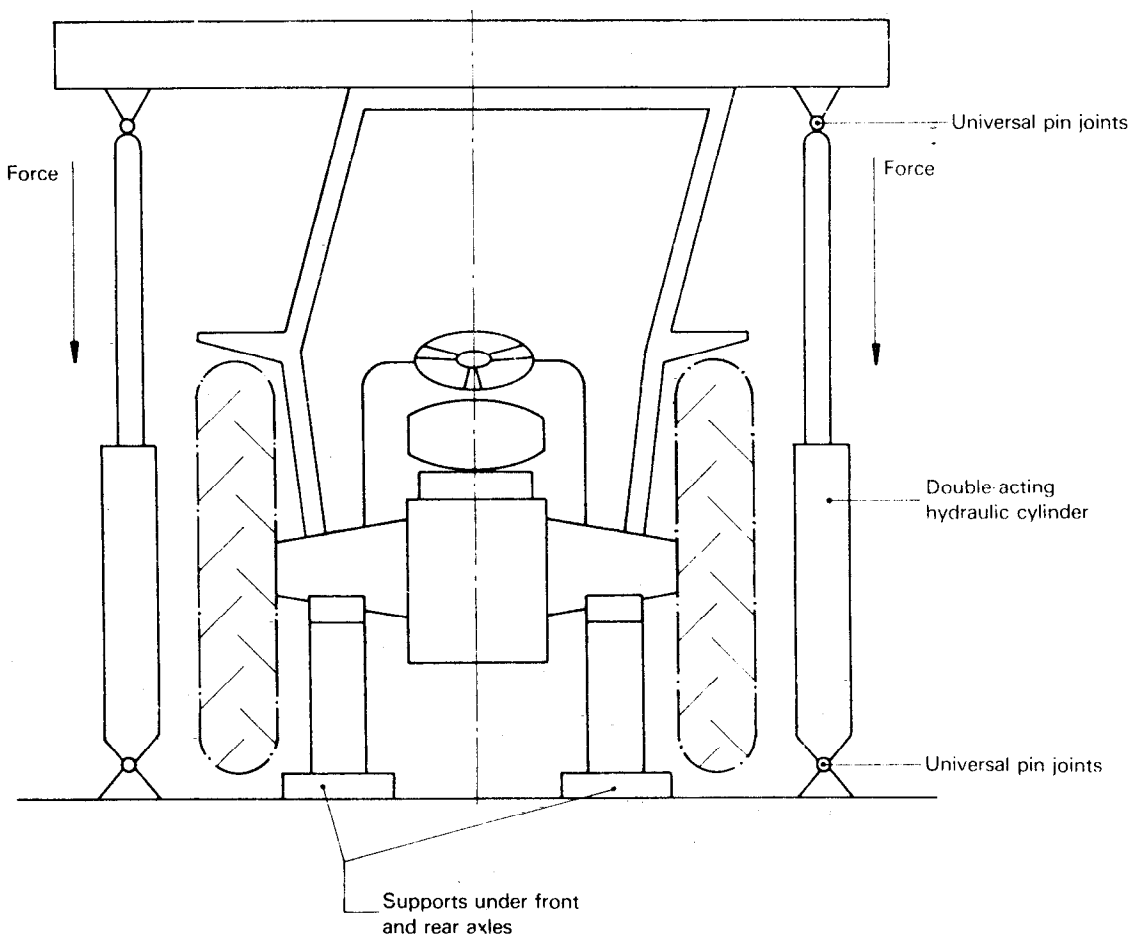
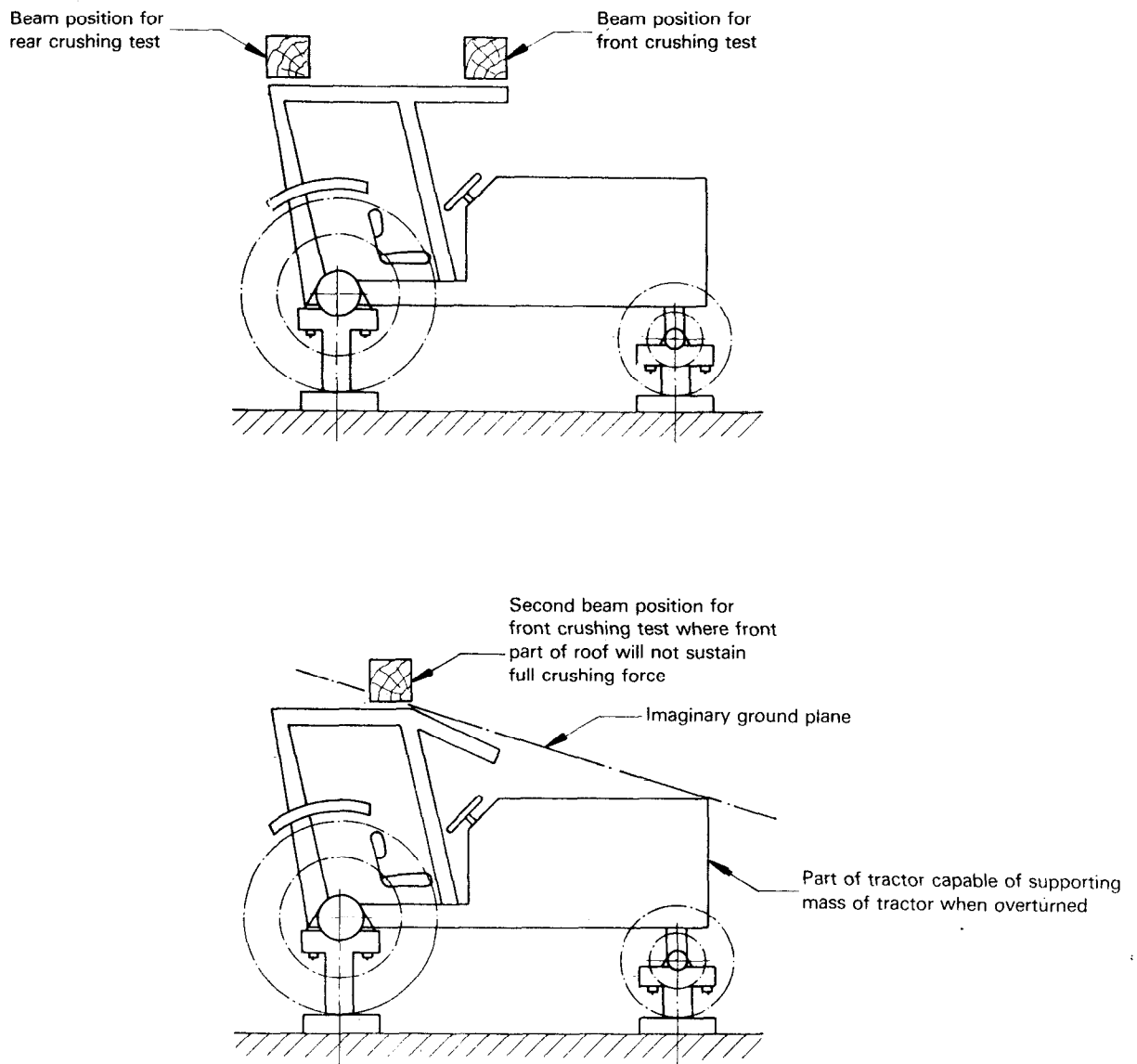


Figure 8 — Example of arrangement for crushing test



NOTE — The roll-over protection structure configuration is solely for illustration and for dimensional reference. It does not purport to denote design requirements.

Figure 9 — Beam position in crushing tests

Annex A

Requirements for providing resistance to brittle fracture of protective structure at reduced operating temperature

The following requirements and procedure are intended to provide strength and resistance to brittle fracture at reduced temperature. It is suggested that the following minimum material requirements shall be met in judging the protective structure suitability at reduced operating temperature in those countries requiring this additional operating protection.

NOTE — The requirements and procedure in A.3 and A.4 are set forth as information until International Standards are developed.

A.1 Bolts and nuts used to attach the protective structure to the machine frame and to connect structural parts of the protective structure shall exhibit suitable controlled reduced temperature toughness properties.

A.2 All welding electrodes used in the fabrication of structural members and mounts shall be compatible with the protective structure material as given in A.3.

A.3 Steel materials for structural members of the protective structure shall be of controlled toughness material exhibiting minimum Charpy V-notch impact energy requirements as shown in table 3.

NOTE — Steel with an as-rolled thickness less than 2,5 mm and with a carbon content less than 0,2 % is considered to meet this requirement.

Structural members of the protective structure made from materials other than steel shall have equivalent low temperature impact resistance. Specimens shall be "longitudinal" and taken from flat stock, tubular or structural sections before forming or welding for use in the protective structure. Specimens from tubular or structural sections shall be taken from the middle of the biggest side and shall not include welds.

A.4 When testing the Charpy V-notch impact energy requirements, the specimen size shall be the largest of the sizes stated in table 3 that the material will permit.

The Charpy V-notch tests shall be made in accordance with the procedure in ASTM A 370¹⁾, except that specimen sizes shall be in accordance with the dimensions given in table 3.

A.5 One alternative to this procedure is to use killed or semi-killed steel for which an adequate specification shall be provided.

Table 3 — Minimum Charpy V-notch impact energy requirements for protective structure material at a specimen temperature of $-30\text{ }^{\circ}\text{C}$

Specimen size mm	Absorbed energy J
10 × 10	11
10 × 7,5	9,5
10 × 5	7,5
10 × 2,5	5,5

1) The reference to ASTM A 370, *Standard methods and definitions for mechanical testing of steel products* will be replaced as soon as a corresponding International Standard becomes available.

Annex B

Test report for protective structure

Name and address of protective structure manufacturer :

Submitted for test by :

Name and type of protective structure :

Make and model of tractor(s) on which tests were carried out :

Date of tests :

Test results

Impact tests were made to the left/right rear and to the left front and to the side. The reference mass and reference wheelbase or reference moment of inertia about the rear axle used for calculating impact energies and crushing forces were :

Reference mass : kg

Reference wheelbase : mm

Reference moment of inertia : kg·m²

Impact energies : rear : kJ
 front : kJ
 side : kJ

Crushing force : kN

The acceptance conditions for these tests concerning freedom from fractures or cracks, maximum elastic deflection and protection of the clearance zone were satisfactorily fulfilled.

Permanent deflections of the protective structure extremities, measured after the series of tests¹⁾

1 Back forwards/backwards
 left : mm
 right : mm

2 Front forwards/backwards
 left : mm
 right : mm

3 Side sideways
 front : mm
 rear : mm

4 Top downwards/upwards
 rear : left : mm
 right : mm

 front : left : mm
 right : mm

Elastic deflection during sideways impact test : mm

1) State the height on the protective structure at which these measurements were made.

Specification of tractor

Serial number :

Tractor mass as defined in ISO 3643 : kg

Tractor mass on the front wheels : kg

Tractor mass on the rear wheels : kg

Wheelbase : mm

Moment of inertia about the rear axle (where appropriate) : kg·m²

Tyre sizes
front :
rear :

Protective structure specification

- 1 Photographs, overall view and close-ups showing mounting details
- 2 General arrangement drawing

Details of materials used in the construction of the protective structure

- 1 Main frame and cladding
material :
dimensions : mm
- 2 Mountings
material :
dimensions : mm
- 3 Roof
material :
dimensions : mm
- 4 Assembly and mounting bolts
grade :
dimensions : mm
- 5 Other items
material :
dimensions : mm

Annex C

Data sheet for protective structure

Name and address of protective structure manufacturer :

Name and type of protective structure :

Make and model of tractor(s) on which tests were carried out :

Dimensions

- 1 Height of the roof members above the tractor seat index point : mm
- 2 Height of the roof members above the tractor footplate : mm
- 3 Interior width of the protective structure at a point 840 mm¹⁾ above and 215 mm¹⁾ behind the seat index point : mm
- 4 Interior width of the protective structure at the level of the steering-wheel centre at a point 215 mm¹⁾ behind the seat index point : mm
- 5 Distance from the steering-wheel centre to the right side of the protective structure : mm
- 6 Distance from the steering wheel centre to the left side of the protective structure : mm
- 7 Minimum distance from the steering-wheel rim to the protective structure : mm
- 8 Width of the doorways
 - at the top : mm
 - in the middle : mm
 - at the bottom : mm
- 9 Height of doorways
 - above foot platforms : mm
 - above highest mounting step : mm
 - above lowest mounting step : mm
- 10 Overall height of the tractor with the protective structure fitted : mm
- 11 Overall width of the protective structure : mm
- 12 Horizontal distance from the seat index point to the rear of the protective structure at a height of 840 mm¹⁾ above the seat index point, less 215 mm¹⁾ : mm
- 13 Number of doorways :
- 14 Dimensions of emergency exit : mm
- 15 Type of glass :
- 16 Make and model of seat :

1) See 9.2.

Bureau of Indian Standard

BIS is a statutory institution established under the *Bureau of Indian Standards Act, 1986* to promote harmonious development of the activities of standardization, marking and quality certification of goods and attending to connected matters in the country.

Copyright

BIS has the copyright of all its publications. No part of these publications may be reproduced in any form without the prior permission in writing of BIS. This does not preclude the free use, in the course of implementing the standard, of necessary details, such as symbols and sizes, type or grade designation. Enquiries relating to copyright be addressed to the Director (Publications), BIS.

Revision of Indian Standards

Indian Standards are reviewed periodically and revised, when necessary and amendments, if any, are issued from time to time. Users of Indian Standards should ascertain that they are in possession of the latest amendments or edition. Comments on this Indian Standard may be sent to BIS giving the following reference:

Doc : No. FAD 32 (170)

Amendments Issued Since Publication

Amend No.	Date of Issue	Text Affected

BUREAU OF INDIAN STANDARDS

Headquarters:

Manak Bhavan, 9 Bahadur Shah Zafar Marg, New Delhi 110002
Telephones : 331 01 31, 331 13 75

Telegrams : Manaksanstha
(Common to all Offices)

Regional Offices :

	Telephone
Central : Manak Bhavan, 9 Bahadur Shah Zafar Marg NEW DELHI 110002	{ 331 01 31 331 13 75
Eastern : 1/14 C. I. T. Scheme VII M, V. I. P. Road, Maniktola CALCUTTA 700054	{ 37 84 99, 37 85 61, 37 86 26, 37 85 62
Northern : SCO 445-446, Sector 35-C, CHANDIGARH 160036	{ 53 38 43, 53 16 40, 53 23 84
Southern : C. I. T. Campus, IV Cross Road, MADRAS 600113	{ 41 24 42, 41 25 19, 41 23 15, 41 29 16,
Western : Manakalaya, E9 MIDC, Marol, Andheri (East) BOMBAY 400093	{ 632 92 95, 63 27 80, 632 78 92
Branches : AHMADABAD, BANGALORE, BHOPAL, BHUBANESHWAR, COIMBATORE FARIDABAD, GHAZIABAD, GUWAHATI, HYDERABAD, JAIPUR, KANPUR, LUCKNOW, PATNA, THIRUVANANTHAPURAM.	