

Harmonization of tractor braking performance

The Challenge

The European directive **76/432/EEC** is the separate directive for braking under the tractor framework directive. At first it was only for tractors up to 40 km/h (categories T1, T2 and T3). When the directive came under revision, tractors faster than 40 km/h (Category T5) and trailers & interchangeable towed machinery (category R&S) came into the scope. Until a compromise has been found between European Commission/ Member states/ industry categories, T5 and R&S vehicles fall under national type approval for braking.

In view of the revision a study was published in 2007. A very worrying conclusion of this study, a study that was far from complete, was that there should be a mandatory requirement of a specific technological solution ABS for tractors driving > 40 km/h to meet safety requirements.

The CEMA position

CEMA has always been in favour of more harmonisation and therefore the inclusion of R&S vehicles and T5 tractors in the scope of the braking directive. But with the general understanding that this can be completed much quicker. CEMA has a strong position on the necessary requirements to have a realistic proposal that guarantees safe use of machinery on the road, for example...

- no ABS for tractors driving less than 60 km/h;
- no automatic coupling of the split brake pedals above a certain speed;
- in general different requirements based on speed. (different compatibility charts between tractors and towed vehicles based on the tractor speed);
- lower requirements for vehicles designed for maximum travelling speed less than 30 km/h;. the reason is that for certain tractors and towed implements no technical solutions are available yet;
- adaptation for crawlers

“Safety on the road is everybody’s responsibility... There is more to it than just the tractors.”



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