

- 1. Lighting and Marking** – approved adoption of new ASAE standard S279.15 . Endorsement of ASABE SMV (S276.6 JAN 2005) and SIS (S584.1 Aug 2006) standards. Illinois has now adopted this standard as a highway standard.
- 2. Tractor and Trailer Braking** – these standards are being balloted through ASABE and there is still some conflict between hydraulic and pneumatic braking systems with no resolution. The issues are: the hydraulic brake companies are pushing for hydraulics. However; the main issue raised by the tractor group is the concerns over breakaways. Air brakes come on automatically when there is a disconnect and that is a huge concern on public highways. Hydraulic brakes do not currently have this feature. The feeling is that with high speed tractors being developed there will likely be a regulation that air brakes are the only acceptable braking system on highways. Secondly, as we all know when using braking systems that the trailer brakes should always come on at exactly the same time as tractor brakes, or ideally a fraction before to prevent jack knifing the power unit. Hydraulic brakes currently do not have this feature yet (to the best of my knowledge). My feeling is that pneumatic will likely win out in an ASABE / CSA standard but it might take awhile for the Standard to be adopted.
- 3. Safety Chains** –CSA adopting ASABE S338.5. Please insure engineers check this standard over the old S338.4 – several improvements to reduce costs (80,000 lbs is maximum chain size now -no need for expensive pass through link on the end, now a permanent connection)
- 4. AEM PICTORIALS** - AEM has a catalogue of pictorials for safety issues on their website (AEM.org) and it is FREE. If manufactures need pictorials that are standardized please feel free to use this free site, as an industry we are trying to make these warnings universal.
- 5. AG. MACHINERY PINS** – there are 17 character serial numbers to help identify all machinery in a universal format. ISO 10261 and it is a work in progress.
- 6. ROPS** – talk of expanding ROPS to other self propelled equipment –sprayers, swathers, combines etc. If you are manufacturing any self propelled equipment-- careful what you call it. If you call it a tractor does it have ROPS?. Power unit might be a better term?
- 7. Draw Bar Jacks** – CSA endorses ASAE S 485.1 standard.
- 8. Mechanical Connections on Towed Vehicles** –CSA endorsing ISO 6489 Drawbar Standard and ISO 21244 Implement Hitch Standard. ASABE has also endorsed these Standards. Insure your engineers / designers know that torch cut plate steel or crude fabrications are not an implement hitch – check these standards.

- 9. Standard on Portable Agricultural Auger** – promotion of M688 to manufactures and Farm Safety groups. CSA is looking for volunteers from auger manufactures for participation. Auger manufactures should acknowledge their auger meets M-688.
- 10. CASA** (Safety Association) is looking to collect safety concerns they are getting from farmers and want to pass that information on to manufactures. CSA is setting up a standing committee to review, to see if standards can address these concerns. I volunteered to be a part of this committee.
- 11. Safety Facts --** there are about 100 fatalities a year in our industry with approx. 38% of them accidents tractor related. CSA discussed the growing use of ATV's for agricultural uses. This will present some issues for Standards in a number of areas with ROPS coming to mind immediately.
- 12. Safety Manuals** – Open invitation to AMC to provide input for AEM Safety Manuals. Contact me if you are interested.
- 13. AEM, CASA, etc.** has hired PAMI to publish a Hitching Guide for Farm Equipment and we reviewed the 23rd revision. Jim Wasserman from PAMI did an excellent job on its development and it is ready for publication, likely in April. All AMC members should request a copy and insure their dealers and customers know about it as it was a joint effort by Safety Associations and Equipment Manufactures to develop (mainly AEM)
- 14. Highway Traffic Regulations as they pertain to Farm Equipment-**
I initiated this discussion, Jerry and I had discussed this issue as he has had some calls from concerned manufactures about getting tickets pulling farm equipment. My position, for you, was we need a set of universal regulations across all jurisdictions insuring that, number one, our equipment is recognized as farm equipment and exempt from most DOT requirements. I have had numerous manufactures call me complaining that enforcement officers are making up laws on the side of the road and we need some consistency in this regard. The bottom line is this caused a stir. The major tractor OEM's choose to ignore the fact that farm trucks pull farm equipment and therefore did not support these efforts. Their position is only tractors should pull farm equipment. (I have feeling their dealers might not agree) The committee did support my initiative and even went as far as considering developing a CSA Standard to help influence all Highway Traffic Agencies to have a safe consistent policy on transporting farm equipment. In the meantime, I will be collecting all of the highway transport acts across Canada initially and putting a data base together to compare these laws. I will likely meet with Jerry on this and see if his staff can help, with your support? It might be that the laws are consistent but the enforcement is not and we will need to channel our efforts to educating the Enforcement Officers to insure consistency.