

	CO-ORDINATION OF NOTIFIED BODIES Machinery Directive 2006/42/EC + Amendment RECOMMENDATION FOR USE	CNB/M/12.009 Revision 05 Language: E
Date of first stage: 07/05/1996	To be approved by:	Approved on:
Origin: VG 12 ROPS and FOPS	<input checked="" type="checkbox"/> Vertical Group	21/11/2013
	<input checked="" type="checkbox"/> Horizontal Committee	10/12/2013
Question related to: Directive 2006/42/EC Article: Annex: I ESR (1): 3.4.3., 3.4.4.	EN/prEN:	Other:
	Clause:	Other clause:
	CEN TC concerned:	
Key words: Minor modification		
Question: What kind of modifications of ROPS and FOPS can be accepted without new test?		
Solution: Safety cabs will be modified during the course of their production life. In order to make it simpler for all involved modifications to a tested safety cab may be made without requiring a retest. <ol style="list-style-type: none"> 1) Change of model denomination as a result of production processing, e.g. painting, trimming are not structural and therefore consideration to test mass used for a ROPS test may be the only additional information needed for model changes. 2) The drilling of holes for wiring or painting process and the addition for brackets for mounting of mirrors, lights, etc. needs consideration to given to the size an location and whether they would affect the test result. 3) Changes of seats resulting in new positions for SIP (seat index point), changes to the design or size of structural members including the addition of gussets, changes which affect the clearance between DLV (deflection-limiting volume) and safety cab or ground line changes of mounting brackets are beyond the understanding of minor modifications. This does not mean that they can not be considered. However as a notified body you must be confident that in the event of a fatal accident you can produce evidence that any modifications approved offer the same protection as the original design. It is also important to keep in mind that comparison tests between say different mounts is not the total affect on the original test, as the safety cab and mounts work as an unit. With these points in mind may we suggest that modifications of this nature are very hard to substantiate. <p>The additional data sheet of the original certificate must contain:</p> <ul style="list-style-type: none"> - a reference to the original certificate - a reference to the original test report - a unique number for this modifications - a description of the changes made including references to drawings and issue numbers - declaration of acceptance - the date of approval and – if applicable – limited series numbers 		

(1) Essential safety requirement

Note: According to point 6.6 of the Guide of the implementation of directives based on the New Approach and the Global Approach, the notified bodies apply as general guidance this recommendation for use.