Hi Andreas,

Regarding the ‘open’ issues from our last meeting.

To my view the following issues are still under discussion.

conspicuity marking (to be agreed between Clepa and Cema)

In my view the conspicuity marking could be accepted on R vehicles. These vehicles are used for transport and therefore resemble the O category. I presume that the spots where to put the marking are possible on our R category (krone to confirm)

For S vehicle I see big problems in adding the this marking; no spots to fit, open structure. If we are ‘forced’ to have this marking then a (strait) line marking/marking adapted to the structure of the machine, should be sufficient. S vehicles are designed to work on the field and are relatively ‘short’ on the road
Regarding waring panels.

If the use of waring panels is also required for use requirement for for instance sharp edges (as STVZ0) we should have the option to put these panels optional open for vehicles <2.55. If we can change the text of the European type approval that vehicles that fall under the machinery directive do not have to fulfill the sharp edge clause then as manufacturer we could use the panels to warn for sharp edges. The manufacture (at his responsibility) then has taken account of the dangers on road transport and reduced the risk of sharp edges on road transport. The same could apply for voluntary use of conspicuity marking on the S vehicle.

Regards,

Leon VAN AMSTEL

-----------------------------------------------

KUHN GELDROP BV
Nuenenseweg 165
5667 KP Geldrop, The Netherlands
Phone: +31 40 2 89 32 06
Mobile: +31 651297362
Fax: +31 40 2853215
www.kuhn.com
leon.amstel@kuhn.com