

International Standard



6094

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Agricultural and forestry tractors — Accidental overturning report form

Tracteurs agricoles et forestiers — Présentation de rapport uniforme sur les accidents par renversement

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Foreword

ISO (the International Organization for Standardization) is a worldwide federation of national standards institutes (ISO member bodies). The work of developing International Standards is carried out through ISO technical committees. Every member body interested in a subject for which a technical committee has been set up has the right to be represented on that committee. International organizations, governmental and non-governmental, in liaison with ISO, also take part in the work.

Draft International Standards adopted by the technical committees are circulated to the member bodies for approval before their acceptance as International Standards by the ISO Council.

International Standard ISO 6094 was developed by Technical Committee ISO/TC 23, *Tractors and machinery for agriculture and forestry*, and was circulated to the member bodies in November 1978.

It has been approved by the member bodies of the following countries:

Australia	Germany, F. R.	Spain
Belgium	India	Sweden
Bulgaria	Italy	Switzerland
Canada	Korea, Rep. of	Turkey
Chile	New Zealand	United Kingdom
Czechoslovakia	Portugal	USSR
Denmark	Romania	
Finland	South Africa, Rep. of	

The member bodies of the following countries expressed disapproval of the document on technical grounds:

France
USA

Agricultural and forestry tractors – Accidental overturning report form

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1 Scope and field of application

This International Standard specifies a form for the uniform reporting of overturning accidents of agricultural and forestry tractors.

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2 Report form

The content and layout of the report form shall be as shown hereafter.

Accidental overturning report form

Reference

Date of accident

NOTE — Delete responses not applicable.

1 Tractor

1.1 Make and model

1.2 Serial number.....

Year of manufacture.....

1.3 Construction

1.3.1 Tractor of standard design with two driving wheels

1.3.2 Tractor of standard design with four driving wheels of unequal size

1.3.3 Tractor with four driving wheels of equal size with front wheel steering

1.3.4 Tractor with four wheels of equal size and articulated steering

1.3.5 Track laying tractor

1.3.6 Transporter (mountain area type)

1.3.7 Stilt tractor (high clearance)

1.3.8 Vineyard tractor (minimum rear track width not exceeding 1 150 mm) of standard design with two driving wheels

1.3.9 Vineyard tractor (minimum rear track width not exceeding 1 150 mm) of standard design with four driving wheels and with front wheel steering

1.3.10 Vineyard tractor (minimum rear track width not exceeding 1 150 mm) of standard design and with articulated steering

1.3.11 Other type (describe the type)

2 Additional tractor data

2.1 What track width was set : front/rear mm

2.2 Tyre sizes : front
rear

2.3 Unladen tractor mass kg

2.4 Admissible total tractor mass..... kg

2.5 Was ballast used : Yes/No

If yes, water ballast %

weights : front kg
rear kg

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3 Roll-over protective structure

3.1 Was tractor fitted with roll-over protective structure : Yes/No

If yes,

3.2 Make and model.....

3.3 Serial number.....

Year of manufacture

Year of fitting

3.4 Method of attachment

3.4.1 One fixing point design

3.4.2 Two fixing point design in front of driver's seat. (See figure 5, annex A)

3.4.3 Two fixing point design behind the driver's seat. (See figures 1, 2, 3 and 4, annex A)

3.4.4 Three or four fixing point design. (See figure 6, annex A)

3.4.5 More than four fixing point design

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3.4.6 Hinged design

3.4.7 Fitted with resilient mounting

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3.5 Construction

3.5.1 Roll bar (two post)

3.5.2 Frame (three or more posts)

3.5.3 Cab with frame structure

3.5.4 Monocoque (without frame structure)

3.6 Details of use

3.6.1 Was roof in position : Yes/No

3.6.2 Were any doors, windows or removable panels removed at time of incident : Yes/No

If yes, state which

3.6.3 Was the roll-over protective structure in its protective position : Yes/No

3.7 To which procedure had the model of the protective structure been tested

3.7.1 Procedure.....

3.7.2 Approval number.....

3.8 Any other relevant details

4 Equipment details (implement, trailer or other attached equipment)

4.1 Nothing trailed or mounted

4.2 Trailer or trailed implement

4.3 Front linkage mounted implement in working position

4.4 Rear linkage mounted implement in working position

4.5 Front linkage mounted implement in lifted position

4.6 Rear linkage mounted implement in lifted position

4.7 Other coupled implements or tools.....

4.8 Brief description of type of linkage, attached equipment and load, when present

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4.9 Estimated mass kg of attached equipment, including load

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5 Initial direction of overturn

5.1 Primarily to the side : Left/right

5.2 Primarily to the rear

5.3 Primarily to the front

5.4 Overturning process which cannot be defined

6 Extent of overturn

6.1 Tipped through about 90° and remained in that position

6.2 Rolled through about 180° and remained wheels upwards

6.3 Rolled between 180 and 360°

6.4 Rolled 360° or more

6.5 Number of rotations (if known)

6.6 If not covered by 6.1 to 6.5 give description

7 Circumstances at overturn

- 7.1 On a road or track
- 7.2 In a field
- 7.3 In a forest
- 7.4 On a terraced area
- 7.5 On a silage clamp or other raised area
- 7.6 Others
- 7.7 Ambient temperature °C

8 Dynamics of overturn

- 8.1 Direction of travel and estimated speed at overturn km/h
- 8.2 Type of overturn (see annex B)
 - 8.2.1 Type A — Overturn on flat ground, either level or with a uniform slope
 - 8.2.2 Type B — Overturn initiated by tractor mounting bank or large obstacle
 - 8.2.3 Type C — Overturn initiated by tractor falling over edge of bank or into ditch
- 8.3 Angle of slope of ground °

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- 8.4 Angle of slope of bank °
- 8.5 Height of bank or obstacle mm
- 8.6 Surface impacted by protective structure
 - 8.6.1 Soft soil
 - 8.6.2 Hard soil
 - 8.6.3 Hard surface (concrete or similar)

9 Accident consequences : Operator and passengers

- 9.1 Injuries
 - 9.1.1 Was anyone injured : Yes/No

If yes, fatally ? : Yes/No
 - 9.1.2 Kind of injury
 - 9.1.3 By what were the injuries caused :
 - 9.1.3.1 Vehicle parts

9.1.3.2 Loose articles inside cab

9.1.3.3 Other causes

9.2 Did the occupants remain in the cab during the overturn

9.2.1 Yes

9.2.2 No, they jumped out

9.2.3 No, they were thrown out

9.2.4 No, the exit cause is unknown

9.3 Were the occupants wearing seat belts during the overturn : Yes/No

10 Accident consequences : Tractor and protective structure

10.1 Was the tractor damaged : Yes/No

If yes, description of damage.....

10.2 Was the protective structure damaged : Yes/No

If yes, description of damage (general).....

10.3 Deflections of protective structure (upper corners)

Photographs should be added if possible standards.iteh.ai/catalog/standards/sist/f10b0022-8910-4eb5-8646-75b6ef7243/iso-6094-1981

10.3.1 Front, left-hand corner

Lateral mm To left (L) or right (R).....
Longitudinal mm To front (F) or rear (R)
Vertical mm Upwards (U) or downwards (D)
Breakages

10.3.2 Front, right-hand corner

Lateral mm To left (L) or right (R).....
Longitudinal mm To front (F) or rear (R)
Vertical mm Upwards (U) or downwards (D)
Breakages

10.3.3 Rear, left-hand corner

Lateral mm To left (L) or right (R).....
Longitudinal mm To front (F) or rear (R)
Vertical mm Upwards (U) or downwards (D)
Breakages

10.3.4 Rear, right-hand corner

Lateral mm To left (L) or right (R).....

Longitudinal mm To front (F) or rear (R)

Vertical mm Upwards (U) or downwards (D)

Breakages

11 Further comments

11.1 Brief description of the condition of the cab and mounting

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