

REGULATION CHANGES FOR CONSULTATION

Committee:	Cross Country Committee
Date of meeting:	11th May 2016
Closing date for consultation:	19th August 2016
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Section P

Existing Regulation

58.4.1. All vehicles must be fitted with a circuit breaker which isolates the battery from all electrical circuits, which simultaneously stops the engine and which is operable by the driver whilst correctly seated. K.8 recommended.

Proposed Regulation

58.4.1. All vehicles must be fitted with a circuit breaker(s) which isolates the battery from all electrical circuits, which simultaneously stops the engine and which is operable by the driver whilst correctly seated. K.8 recommended.

Vehicles fitted with electric winches may use a second isolator, operated by the primary circuit breaker either by means of a mechanical linkage or via a control circuit, to ensure that all winches and their control solenoids are isolated on operation of the primary circuit breaker.

Reason: This regulation update aims to bring the regulation into line with the solutions that are currently in use. Allowing the use of a master solenoid for each winch at the battery or an additional mechanical switch connected to the standard switch by means of a bowden cable or other mechanical link. In the original wording it is also not possible to comply with K.8.

Date of implementation: 1st January 2017

Existing Regulation

58.5.2. Two shackles, stamped with a minimum SWL of 3.25 tonnes and be CE marked.

58.5.3. Two tree protecting strops, labelled with a minimum SWL of 2 tonnes and be CE marked.

Proposed Regulation

58.5.2. Two shackles, stamped with a minimum **WLL** of 3.25 tonnes and be CE marked.

58.5.3. Two tree protecting strops, labelled with a minimum **WLL** of 2 tonnes and be CE marked.

Reason: SWL is outdated and has been replaced by WLL.

Date of implementation: 1st January 2017