

Message: DOC/17/9070

From: [Javier Perez de Larraya \[SMTP:j.perezdelarraya@air-rops.es\]](mailto:j.perezdelarraya@air-rops.es)
To: [CBOS info \(DoJ\) \[SMTP:CBOSinfo@justice.tas.gov.au\]](mailto:CBOSinfo@justice.tas.gov.au)
Cc:
Sent: 1/02/2017 at 9:30 AM
Received: 1/02/2017 at 9:30 AM
Subject: Re: Paper Quad Bike Safety in Tasmania

Attachments: 2008 Polaris Sportsman 800 MV M08MH76MA Parts Manual 9921347.pdf

Hello,

I forgot to mention. Industry has been opposing to the fitment of rollover protective structures on quad bikes. Well, Polaris Sportsman has 2 different versions, military and standard. The military version has a rollbar fitted onto it whereas standard version doesn't. It seems like armies take good care of their soldiers and Polaris develops a rollbar when required (<http://articles.sae.org/10291/>)

Polaris Sportsman military version:
<http://military.polaris.com/en-us/combat/sportsman-mv-850-le/>

Polaris Sportsman standard version:
<http://www.polaris.com/en-us/atv-quad/sportsman-850-sage-green>

I had trouble figuring out what it was but Polaris refers to it as a "rollbar" in its parts catalogue (<http://parts.polarisind.com/AdvancedSearch/AdvancedSearchResults.asp?OperID=Main>). You can find the file as attachment.

regards,

Javier Perez de Larraya
+34 661 493 534

www.air-rops.es

<<http://www.air-rops.es>> [Corporate Video]

<<https://youtu.be/qctj6Lp1XHU>>

El 31/01/2017 16:46, Javier Perez de Larraya escribiÃ³:

Hello,

I would like to provide some information based on your request for comments on the Issues Paper Quad Bike Safety in Tasmania. In my opinion the biggest issue with quad bikes is rollover related injuries. If possible, I would like to participate in the process. I do handle quite a lot of information and can provide information about the situation in Europe.

I fully support the development of a standard, it is a fundamental piece of work to be done. Existing industry standards (ANSI/SVIA) tend to put together current state of the art regarding quad bike design and requirements from manufacturers point of view but need to be pushed further, as requested in many forums.

Apart from Australian / NZ experience, other examples that you might be aware of:

1) ISRAEL: Mandates the fitment of ROPS (rollover protection structure) on ATV's. This law was established more than 25 years ago and has been recently ratified in 2014. Here a video <<https://youtu.be/evF-y5Xk5ak>> of how they look like. The standard regulates dimensional, fitting and testing requirements of the structures. This standards exist.

2) SWEDEN: Is also debating quad bike safety within a 2014-2020 joint strategy. You can find the strategy link

here:http://www.trafikverket.se/contentassets/2155fdbb83f445adb2c2789407134370/strategi_fyrhjuling_eng.pdf

3) EUROPE: Europe has a European standard called EN15997, direct transcription of the US voluntary standard ANSI/SVIA-1-2010. No lateral stability test is specified even if 60% of ATV related incident involve vehicle overturning regardless of other hazard patterns involved, such as collisions, turning, or external terrain features.

4) US: CPSC staff is participating in voluntary standard activities related to all-terrain vehicles (ATVs). The CPSC is requesting manufacturers to increase work in lateral stability (among other safety items):
https://www.cpsc.gov/s3fs-public/pdfs/blk_media_SVIA-ANSI-Comment-Letter.pdf

We are following closely all the work being done in Australia. For your information, an automatic rollover protection system is being developed to provide ROPS protection (not just crush protection) to quad bikes without affecting the maneuverability of the quad bike and entanglement with branches and low clearance spaces. The system aims to limit overturn angle <math><90^\circ</math>, like standard ROPS do. We have some videos we can share if you want.

regards,

--

Javier Perez de Larraya
+34 661 493 534
www.air-rops.es
<<http://www.air-rops.es>> [Corporate Video]
<<https://youtu.be/qctj6LplXHU>>

