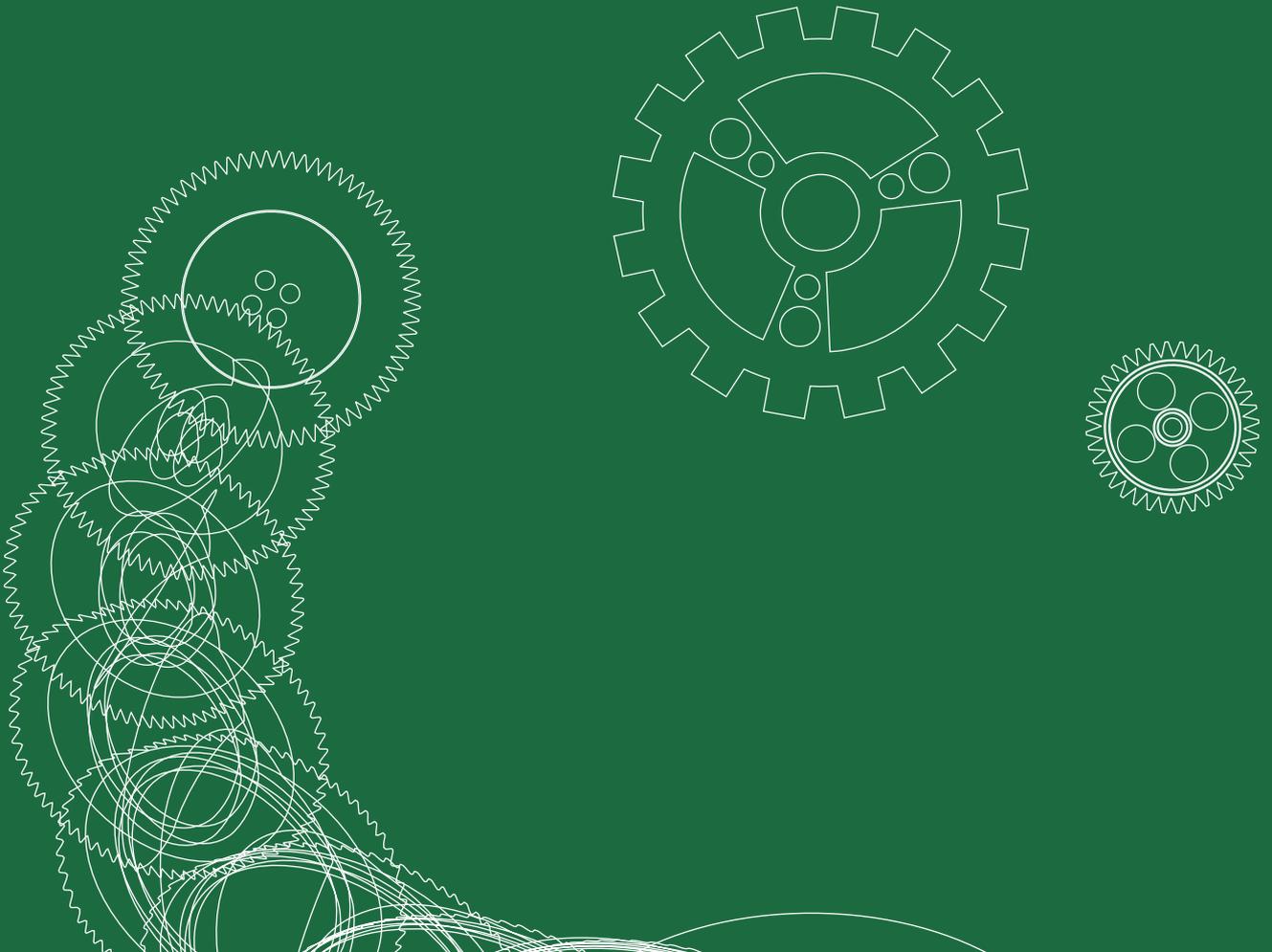


ANTAM STANDARD CODES FOR TESTING OF POWERED KNAPSACK MISTERS-CUM-DUSTERS



The Centre for Sustainable Agricultural Mechanization (CSAM), is a regional institution of the United Nations Economic and Social Commission for Asia and the Pacific (UNESCAP), based in Beijing, China. CSAM started operations in 2004, building on the achievements of the Regional Network for Agricultural Machinery (RNAM) and the United Nations Asian and Pacific Centre for Agricultural Engineering and Machinery (UNAPCAEM). CSAM serves the 62 members and associate members of UNESCAP.

The vision of CSAM is to achieve production gains, improved rural livelihood and poverty alleviation through sustainable agricultural mechanization for a more resilient, inclusive and sustainable Asia and the Pacific.

The Secretariat of the Asian and Pacific Network for Testing of Agricultural Machinery (ANTAM) is based at CSAM. CSAM is the executing agency of ANTAM. The ANTAM Secretariat assists and coordinates the operation of the network, and provides necessary logistical and administrative support.



The shaded areas of the map indicate ESCAP members and associate members

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**ANTAM STANDARD CODES FOR
TESTING OF POWERED KNAPSACK
MISTERS-CUM-DUSTERS**

**Centre for Sustainable Agricultural Mechanization
The United Nations Economic and Social Commission for Asia and the Pacific**

July 2015

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I. FOREWORD

In the Asia-Pacific region, agricultural mechanization is playing an important role in increasing efficiency of agricultural production and enhancing rural economies propelled by population growth, increasing labour cost, shortage of agricultural labour force and feminization of agricultural production. Currently, countries across region are embracing agricultural mechanization to meet the growing demand for food.

According to the World Bank estimate in 2010, over the past two decades, the Asia-Pacific region has emerged as the largest market in the world in terms of sales of agricultural machinery, implements and equipment. In 2015, it is projected to have sales of US\$ 49 billion as compared to US\$ 27 billion in North America and US\$ 20.5 billion in Western Europe. However, the use of unsafe and inefficient agricultural machinery not only results in potential loss of food production by farmers, but also exerts negative impact on the agro-ecosystem, and inflicts huge social costs as a result of absence of safety standards.

Sustainable intensification of agricultural production requires mechanization of farm operations to address both production gains and environmental protection. As part of their sustainable agricultural mechanization strategies, governments start laying emphasis on standardization and testing of agricultural machinery in order to reduce the economic, environmental and social cost inflicted by sub-standard machinery, and to increase farmers' access to safe, reliable and efficient machinery at affordable cost. However, countries are faced with common constraints of lack of technological know-how, inadequate infrastructure and shortage of trained technicians to conduct standard testing of agricultural machinery.

The on-going efforts made by governments to address the mechanization needs of farmers necessitate a region-wide mechanism to standardize and harmonize testing codes of agricultural machinery for the benefits of farmers, food production, environment and intra-regional trade.

The establishment of a regional network to promote trade in safe and reliable agricultural machinery through adoption of uniform regional testing codes and procedures was first proposed in 2006 at a regional roundtable of agricultural machinery manufacturers associations and distributors organized by the Centre for Sustainable Agricultural Mechanization (CSAM) in Seoul, Korea. In 2009, CSAM commissioned a feasibility study to review the status of agricultural mechanization in the Asia-Pacific region and gauge the needs of member countries for agricultural mechanization. The results of the study highlighted the demands of member countries to promote knowledge & technology sharing and capacity building through enhanced regional collaboration. The ensuing deliberations by member countries at the Centre's Technical Committee and the Governing Council meetings requested the Centre to spearhead an initiative to address their acute need for improving the testing capacity, training of technicians and building a regional institutional framework to promote sustainable agricultural mechanization.

The Asian and Pacific Network for Testing of Agricultural Machinery (ANTAM) was officially launched on 18 November 2013 in Bangkok, Thailand at a regional policymakers' roundtable, and the Terms or Reference of the Network was subsequently adopted by the Governing Council of CSAM at its ninth session in the same year.

ANTAM is a regional network composed of national testing stations of agricultural

machinery, research and extension institutes, associations and farmers organizations across the Asia-Pacific region. It is mandated to promote manufacture, adoption of and trade in safe, efficient and environmentally friendly agricultural machinery through harmonizing testing codes and procedures among participating countries for sustainable agricultural production.

To date, 16 member States and a region of ESCAP have designated focal points for ANTAM (Appendix I), and the 1st annual meeting of ANTAM was held from 16 to 19 September 2014 in Beijing, China (summary report of the meeting is attached in Appendix II). The Advisory Panel of ANTAM is comprised of CSAM, FAO, OECD, UNIDO and the European Network for Testing of Agricultural Machinery (ENTAM) represented by the Italian Agency for Agricultural Mechanization (ENAMA), China and India (Chair and Vice-Chair for ANTAM 2014-2015).

The Technical Working Group (TWG) of ANTAM (Appendix III) was set up in February 2015 upon nominations from ANTAM focal points in respective countries to provide technical advice and develop ANTAM testing codes. Based on the decision of the 1st annual meeting of ANTAM and consultations with the TWG members, it was agreed to first develop testing codes on power tillers and powered knapsack misters/cum dusters given their wide application across the region. Subsequently, a Sub-working Group on Power Tillers and a Sub-working Group on Powered Knapsack Misters-Cum-Dusters were set up.

ANTAM test codes for powered knapsack misters-cum-dusters were formulated by referring to ISO standards and FAO guidelines, and merging relevant national standards of China, India and Vietnam where the machinery is popularly used so as to reflect the unique local conditions. The test codes are subject to regular review, update and revision. The implementation of the codes is voluntary.

The current ANTAM test codes were developed based on the draft prepared by Dr. Chan Chee-Wan, Lead Technical Expert of ANTAM, contracted by CSAM, who also provided invaluable technical support during the consultation process. The consultation process was culminated at the 1st TWG meeting held on 4-6 May in Serpong, Indonesia with contribution from Dr. Chan Chee-Wan, Dr. Jean-Paul Douzals, Dr. K.N. Agrawal, Ms. H.M.A.P. Herath, and Mr. ZHANG Xiaochen. Comments were also received from Mr. Ngo Van Phuong. Additional comments were provided by Mr. CHEN Xiaobing and Ms. ZHAO Xiaoping. Ms. AI Yuxin, Programme Officer of CSAM in charge of ANTAM project, worked on Part I and Part II, provided substantive editing and led the coordination process. Ms. Camilla Stelitano, individual contractor of CSAM, provided indispensable support to the editing and coordination. Mr. WEI Zhen, IT Assistant of CSAM, contributed layout design. Ms. WU Sheng, Research Assistant of CSAM, provided logistical support. Thanks to Dr. WANG Guanghui and Mr. TANG Dingchao for developing drawings of the codes, and Dr. YANG Minli for providing technical reference. Thanks also to ANTAM focal points in China and India, and Ms. HAN Xue, Mr. Vijaykumar Kale, Dr. Kanchan Kumar Singh in particular for their administrative support.

Special thanks to Mr. ZHAO Bing, Head of CSAM, for his staunch support and guidance. Deep gratitude goes to the Italian Agency for Agricultural Mechanization (ENAMA), the Technical Reference Unit of ANTAM, for providing technical peer review, and Dr. Sandro Liberatori for his unwavering support and commitment to ANTAM. Profound appreciations go to collaborating partners of ANTAM, including FAO, OECD, UNIDO and all ANTAM focal points in member countries for their support and contribution.

Appendix 1

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Appendix 2

SUMMARY REPORT OF THE 1ST ANNUAL MEETING OF ANTAM

1. The 1st Annual Meeting of ANTAM was held on 16-19 September in Beijing, China. Participants from 19 member States of UNESCAP, i.e. Bangladesh, China, Cambodia, France, Fiji, India, Indonesia, Japan, Malaysia, Mongolia, Nepal, Pakistan, Papua New Guinea, Republic of Korea, Russia, Sri Lanka, Thailand, The Philippines, Viet Nam, as well as representatives from relevant UN agencies and international organizations including ESCAP, FAO, OECD, UNIDO and ENAMA/ENTAM, and representatives of manufacturers, industry associations and farmers' organizations across the Asia-Pacific attended the meeting.
2. Dr. Kanchan Kumar Singh, Assistant Director General of the Indian Council of Agricultural Research, was elected the Chair of the 1st annual meeting.
3. China and India were elected Chair, Vice Chair of ANTAM for 2014-2015, and China Agricultural Machinery Testing Centre (CAMTC) was elected the Lead Focal Point for 2014-2015. China and India would join CSAM, ENAMA/ENTAM, FAO, OECD, UNIDO on the Advisory Panel of ANTAM.
4. Member countries the work report and work plan of ANTAM for 2014-2015 prepared by the Secretariat of ANTAM, and emphasized the importance of building a region-wide database of agricultural machinery test codes and procedures to enhance better understanding of the existing practices across the region, and to facilitate harmonization of test codes and procedures.
5. Member countries also requested CSAM to collaborate with relevant UN agencies (UNIDO, FAO and etc.) to jointly develop a project to assist member countries in upgrading the existing testing capacity.
6. Member countries agreed to nominate one or two experts for the Technical Working Group (TWG) of ANTAM by the end of October 2014. The Terms of Reference of the nomination would be circulated by CSAM after the meeting.
7. Member countries reviewed the operational structure of ANTAM outlined in the existing ToR, and discussed and agreed to rename the Steering Committee as "Advisory Panel", consisting of up to 10 members.
8. Member countries agreed with an interim arrangement of establishing an independent Technical Reference Unit (TRU) to provide technical support and third-party, objective check on the technical content of the reports performed by member countries in compliance with ANTAM codes and procedures, and provide a linkage with FAO and OECD on test codes and procedures during 2014-2016. The TRU during this period would be represented by ENAMA. Member countries would later consider necessary amendment to the existing ToR by incorporating the TRU with detailed functions, responsibilities and operation mechanism. CSAM would prepare a text and circulate it among member countries for prior consideration and following adoption when conditions were ripe.

9. Member countries decided that draft ANTAM test codes and procedures for tractors and knapsack mister cum dusters would be prepared by the TWG under the guidance of the Advisory Panel with technical support from TRU by April 2015. The Advisory Panel would review the draft test codes. Member countries agreed to conduct voluntary sample tests of the ANTAM codes and procedures, and produce reports before the 2nd Annual Meeting. The draft ANTAM test reports would be submitted to the 2nd Annual Meeting of ANTAM for review.
10. On financial arrangement, member countries agreed with the necessity to solicit funds to ensure the operation of ANTAM particularly during the initial operation stage, and suggested a minimum amount of voluntary contribution to finance the operation of ANTAM should be decided. A proper funding mechanism should be established.
11. Member countries requested CSAM to prepare a letter to help them lobby financial support from their respective authorities. Member countries further suggested that contribution to ANTAM be clubbed with their existing contributions to CSAM.
12. It was agreed that the 2nd Annual Meeting of ANTAM would be held in the second half of 2015. The date and venue of the meeting would be decided in consultation with member countries.
13. The summary report was adopted by consensus on 18 September 2014.

Appendix 3

Name List of ANTAM TWG Members

Sub-working Group on Power Tillers (As of April 2015)

Name	Country
Dr. Israil Hossain	Bangladesh
Mr. Sinh Chao	Cambodia
Mr. CHANG Xiongbo	China
Mr. C. R. Lohi	India
Mr. Jandool Khan	Pakistan
Mr. Darwin Aranguren	Philippines
Dr. Vadim Pronin	Russia
Dr. Anuchit Chamsing	Thailand

Sub-working Group on Powered Knapsack Misters-Cum-Dusters (As of April 2015)

Name	Country
Mr. ZHANG Xiaochen	China
Dr. Douzals Jean-Paul	France
Dr. K. N. Agrawal	India
Ms. Ayesha Herath	Sri Lanka
Mr. Ngo Van Phuong	Vietnam

II. Method of Operation

ANTAM test codes are aimed to establish specifications and basic performance criteria to increase safety, technical reliability of machinery and enhance market confidence. Based on mutual recognition of testing results through harmonized standards and procedures, ANTAM test codes will facilitate cross border trade of agricultural machinery by enabling both importing and exporting countries to accept with confidence the testing results conducted by another country.

ANTAM codes are a means to simplify trade procedures by avoiding repetition of tests, to provide market transparency through standardization, and to enhance the market competitiveness of the agricultural machinery industry by stimulating technology renovation.

ANTAM test codes shall be locally relevant, cost-effective, enforceable and sustainable, contributing to bringing the existing standards and testing procedures on par with international standards for health, safety and environmental protection.

Being progressive and dynamic in nature, ANTAM test codes are reviewed and updated by the Technical Working Group (TWG) of ANTAM at its annual meetings. The TWG is tasked to develop, review and revise ANTAM codes based on the decision adopted at the annual meeting of ANTAM. The annual meeting of ANTAM shall adopt the test codes by consensus of participating countries.

ANTAM test codes draw reference to the most relevant international standards and guidelines such as ISO and OECD standards and FAO guidelines. In addition, national standards have been taken into consideration when the machinery popularity reflects the unique local condition. ANTAM test codes can be used by member countries in their entirety or partially for national testing as well. ANTAM test codes apply only on designated equipments. Implementation of ANTAM test codes by participating countries is voluntary.

The participating national designated testing stations are responsible for using the codes to carry out the tests and issue test reports. They shall certify that ANTAM codes are followed and the corresponding test report complies with ANTAM test codes and procedures. ANTAM strongly encourages the implementation of round robin tests among testing stations in order to insure that test reports are supported by a quality assurance process. The test report shall be verified by the ANTAM Secretariat prior to its release. The responsibility of ANTAM shall not be engaged in case of legal or technical problem due to inappropriate testing method.

Any testing station from an ANTAM member country is welcome to use the test codes assuming it is provisioned with adapted testing equipments, facilities and skilled personnel. The ANTAM Secretariat shall work with the Technical Reference Unit (TRU), an independent, third party accredited by member countries at the annual meeting, to check the technical contents of the report to ensure strict compliance. Upon approval and validation by the ANTAM Secretariat, ANTAM logo shall be used on the tested machinery. The ANTAM Secretariat will then release the test report on its website.

III. GENERAL TEXTS

1.0 SCOPE

This test code covers the terminology, general guidelines and tests to be conducted on powered knapsack mister cum duster fitted with a small < 4.5 kW gasoline engine coupled with a centrifugal fan. The code covers methodology for checking on machine specifications, materials, noise, vibration, safety and inspection of components and applications, labels, packing, transportation and storage. This code also prescribes the performance and other requirements of powered knapsack type pneumatic mister cum duster for spraying chemicals in liquid form and convertible into duster for dusting the chemicals in powder/micro granules form.

2.0 REFERENCES

The Standards listed in **Annex A** contain provisions which through reference in this text, constitute provision of this draft standard incorporating existing international standards (ISO) and national standards practiced by China, India and Vietnam. The selection of publications, the editions indicated were provided by the various national representatives on test standards. Typical engine power for powered knapsack mister cum duster is 3 kW, current relevant standards for 3 kW and below small gasoline engines in the Chinese JB/T 5135.1.2.3-2013 (for engine less than 30 kW) and the Indian IS: 7347-1974 (for engine less than 20 kW) are referred. The ISO 8178-4: 2007 standard is also referred. Specific references selected are the Chinese JB/T 7723-2014 and the Indian IS: 7593.1-1986. All selected standards are subjected to revision and considered recent as per documents provided. There is the possibility of applying the most recent editions of the standards indicated. All documents provided from the various national standards agency are copyrighted.

IV. CODES

1.0 SPECIFICATION

1.1 Technical Details - Manufacturer/applicant shall complete the specification sheet given in **Annex B-1** for the power operated knapsack mister cum duster along with schematic drawing of the equipment and any other information required by the testing authority to carry out the tests. The manufacturer/applicant should also supply technical literature such as operation and maintenance manual, service manual and parts catalogue.

1.1.1 Material - The material for construction of different components of powered knapsack mister cum duster except gasoline engine is given in **B-2 Annex B**. All components coming in contact with the chemicals shall be of good quality chemical resistant materials.

Note: The specification data sheet for tests of powered knapsack mister cum duster for JB/T 7723-2014, and IS 7593 (Part 1)-1986 has been referred.

1.1.2 Manual - Manufacturer can prepare operators and service manual separately or as a single document. But operational and maintenance manual should contain complete list of regular and optional parts, method of converting the mister into duster, instruction on adjustments, assembly and disassembly for cleaning and routine inspection and replacement of parts and safety precautions to be taken during operation and handling. Manuals shall comply with the ISO 3600: 1998 or IS 8132: 1999 standards and contain information on: main technical details of engine, rated speed, tank capacity, misting/dusting rate at recommended pressure, recommended pressure range, horizontal spray range, starting and stopping instructions, safety, common faults and repairs, safe chemical handling, cleaning, maintenance, storage, forbidden chemical/liquid to be used, manufacturer and supplier contact details.

1.2 Submission of Test Samples

The powered knapsack mister cum duster, under production, should be selected by the manufacturer from the production line, complete with its standard accessories and in a condition as generally offered for sale. The power operated knapsack mister cum duster shall be new and should not be given any special treatment or preparation for test. At least 5 units of current year production, new and unused qualified machine are to be submitted. An additional unit of a similar machine with the engine removed is to be supplied.

The submission of test samples should be reported in the pro-forma given in **Annex C-1**.

1.3 Measuring Tolerances

1.3.1 Accuracy- The measuring apparatus shall be such that the following items shall have the tolerances within the limits shown against each measurement (Table 1a). (Clause 3.4 of JB/T 7723.2-2005 also referred).

Table 1a: Accuracy Requirements of Measurement

Parameters, unit/scale	Accuracy	Notes
Rotational speed, rev min ⁻¹	± 0.5	Tachometer may be used
Time variation, s	± 1	Digital stopwatch
Noise variation, dB (A)	± 0.5	Sound level meter
Vibration, % FS	± 10	Accelerometer
Weight variation, kg	± 0.05	Weighing balance of sufficient accuracy
Weight variation, g	± 0.05	Weighing balance of sufficient accuracy
Pressure, % FS	± 1 (< 10 kPa) ± 2.5 (≥ 10 kPa)	Pressure gauge (analogue/digital)
Wind speed, % FS	± 5	Anemometer (hot wire or vane type) capable of measuring air velocity at 1 Hz during 15 s.
Temperature, °C	± 1 °C	Thermometer
Relative Humidity, % FS	$\pm 1\%$	Hygrometer
Paint layer thickness, μm	$2 \pm 3\%$	Digital coating thickness gauge

1.4 Marking and Packing

1.4.1 Marking - Each mister-cum-duster shall be marked with the following particulars:

- a) Manufacturer's name or registered trade-mark
- b) Tank capacity
- c) Production code and serial number
- d) Engine certification label
- e) Type of fuel used
- f) Maximum blower speed rev min⁻¹

g) Safety labels: The mister-cum-duster shall have safety label which reminds the operator to pay attention to safety while operating. There shall be warning sign near the entrance of fan, high-temperature components of muffler. The pattern and content of the safety label shall comply with the terms of ISO 11684: 1995. The safety label shall be pasted firmly.

h) Control device labels: In the control device or nearby location, there shall have clear labels*, its contents should reflect the basic characteristics of the control device.

i) Any other ANTAM approved Asia Pacific member countries national certification label.

Note: The use of the certification label is governed by the approval of the ANTAM Secretariat.

1.4.2 Packing - Each unit shall be first packed in a polyethylene bag and then in a wooden case or carton package of sufficient strength to avoid damage in transit.

Spare Parts - Spare parts separately packed for each mister-cum duster according to the number required shall be provided.

1.4.3 Workmanship and Finishing - All the components of the unit shall be free from burrs, pits and other visual defects which may be detrimental for their use. The exposed metallic parts shall have a protective coating to prevent surface deterioration. The paint quality shall comply with the following: (Source: Chinese JB/T 5673-1991)

1.4.3.1 Appearance quality: the paint coating surface shall be flat, smooth, uniform, without pinhole, pitting, there shall not have any painting defects.

1.4.3.2 The total thickness of the paint coating shall not be less than 40 µm.

1.4.3.3 If the surface touch chemicals, i.e.: steel tank, the total thickness shall not be less than 75 µm, and the paint coating shall pass the pesticide resistance to corrosion test.

Test procedure is provided in Annex D.

1.5 Running-In

1.5.1 The manufacturer/applicant shall run-in the powered knapsack mister cum duster before the test, under his responsibility and in accordance with his usual instructions. The running-in shall be carried out in collaboration with the testing authority. If this procedure is impracticable due to the powered knapsack mister cum duster being an imported model, the testing authority may itself run-in the powered knapsack mister cum duster in accordance with the procedure prescribed or agreed to with the manufacturer/applicant.

1.5.2 The place and duration of the running-in shall be reported in the pro-forma given in Annex C-2.

* Signs or engraved letters are also accepted.

1.6 Servicing and Preliminary Setting after Running-In

1.6.1 Servicing - After completion of running-in, servicing and preliminary settings should be done according to the printed literature supplied by the manufacturer/applicant. The following may be carried out, wherever applicable:

- a) Change of the engine oil;
- b) Change of oil and fuel filters (if required);
- c) Greasing/oiling of all the lubricating points;
- d) Tightening the nuts and bolts;
- e) Checking and adjustment of safety devices, if any;
- f) Any other checking or adjustment recommended by the manufacturer after the running-in period, and included in the printed literature of the powered knapsack mister cum duster.

1.6.2 Preliminary Setting - The manufacturer/applicant may make adjustments in any other adjustments during the period the powered knapsack mister cum duster is prepared for tests.

These adjustments should conform to the values specified by the manufacturer/applicant for agricultural use in the printed literature/specification sheet. No adjustment shall be made, unless it is recommended in the literature. All the parts replaced shall be reported in the test report.

1.7 Repairs and Adjustments during Tests

1.7.1 Repairs - All repairs made during the tests shall be reported, together with comments on any practical defects or shortcomings in **Annex C-2**. This shall not include those maintenance jobs and adjustments which are performed in conformity with the manufacturer's recommendations.

1.8 Fuel and Lubricants

Fuel and lubricants for the tests shall conform to those as indicated in the manufacturer's specifications.

1.9 Specifications for Performance

1.9.1 Checking of Specification

The information given by the manufacturer/applicant in the specification sheet as per **Annex B-1** shall be verified by the testing authority and any deviation may be reported. Details of the components and assemblies which do not conform to the standards shall also be reported. The material of construction should be verified.

1.9.2 Tank - A tank for holding the liquid shall be provided with the provision of easy conversion into a dust/micro granules tank. A filling hole of 90 mm minimum diameter if

circular or in minor axis if oval, shall be provided on the top of the tank. The hole shall be covered with a cap or lid so that no leakage of the liquid or dusting powder takes place during the mounting of the mister cum duster and during its operation. The full tank capacity shall be not less than 0.01 m³ (10 l). The tank capacity shall be declared by the manufacturer. The full tank capacity shall not differ by more than 7.5% of the declared value (ISO: 9357: 1990). When the liquid or dusting powder is filled in tank up to its total capacity, the tank shall not show any sign of leakage and shall not buckle.

1.9.2.1 A strainer shall be fitted at the filling hole using a mesh size in the range of 0.5 to 2 mm; the strainer should be deep enough to allow free flow of chemicals without spilling (liquid).

1.9.2.2 When the liquid or dusting powder is filled in tank up to its full capacity, the tank, connected hoses and air pressure hose shall not show any sign of leakage and shall not buckle.

1.9.3 Impeller - The impeller of the fan shall be dynamically balanced at its rated speed. The impeller shall not touch casing at any point.

1.9.4 Blower Housing - The internal and external blower housing surface shall be smooth, without dents or depressions, cracks and defects. Testing is by observation and manual hand feeling method.

1.9.5 Air Bent Outlet - An air bent outlet may be provided. If provided, shall be connected with fan casing outlet, air hose and air pressure regulating device.

1.9.6 Flow Regulator - A device to regulate the flow of the liquid or dusting powder shall be provided.

1.9.7 Air Hose - An air hose of minimum 45 mm inside diameter and not less than 500 mm in length shall be provided.

1.9.8 Straps - A strap shall be provided to carry the mister cum duster. It shall be adjustable to the size of the operator so that one person shall be able to pick up, to carry and to put down the mister cum duster. A double shoulder strap shall be designed so that pressure is evenly distributed on both shoulders of the operator. The design of the double shoulder strap shall prevent slipping in any direction.

1.9.8.1 Two straps of not less than 800 mm length after its maximum adjustment and 38 mm width shall be provided in order to help carriage of the unit. Provision for adjustment of each strap shall be made. A cushion of minimum 40 mm width and 20 mm thickness with each strap at least on the portion that rests on the operator's shoulder and a back rest shall be provided at the option of the purchaser. The back rest may be fitted with a cushion of minimum size of 200 x 200 x 20 mm. The cushions, when provided, shall be covered with suitable materials, such as cotton, canvas, resin, and PVC or plastic coated fabrics.

1.9.8.2 All double shoulder straps shall be equipped with a quick-release mechanism positioned either at the connection between the mister cum duster and strap or between the strap and operator. Either the strap or the use of the quick-release mechanism shall ensure that the mister cum duster can be released quickly from the operator in the event of emergency.

If a quick-release mechanism is provided, it shall be possible to open it under load and release the machine using only one hand. Compliance shall be checked by inspection and function test.

1.9.8.3 Each shoulder strap shall have a load-bearing part of a length of at least 200 mm \pm 10 mm and of a minimum comfort width 50 mm. The load shall be distributed over the whole width. Compliance shall be checked by measurement.

1.9.8.4 If the load-bearing area is formed by a pad, this shall not slip from its position unintentionally. Compliance shall be checked by inspection and function test.

1.9.9 Gasoline Engine

1.9.9.1 The gasoline engine used should comply with JB/T 5135.1-2013, IS:7347-1974 or ISO 8178-4: 2007 (Without governor).

1.9.9.2 The gasoline engine should follow the starting procedures as listed in the operation manual under normal temperature conditions.

1.9.9.3 Recoil rope starting used for starting gasoline engine should be able to start the engine at least once in three attempts within 30s.

1.9.9.4 All engine control components shall be normal without restriction, easy to control with the maximum rated engine achieved at the highest setting. It shall also allow the engine shut off at the lowest level setting. A separate manual button/switch for stopping the engine shall be provided for hand lever operated idle speed set at the lowest level position. The fuel and chemical discharge controls shall be in easy access of the operator.

1.9.9.5 The exhaust outlet of the engine shall be so positioned that the smoke does not directly affect the operator. At the option of the purchaser, a guard shall be provided on or near the exhaust pipe for the protection of the operator.

1.9.10 Spare Parts - Spare parts separately packed for each mister-cum-duster according to the number required by the purchaser shall be provided. Even if no demand for spare parts has been made, a set of gaskets, one funnel with a strainer having aperture size of 300 to 425 micron, a measuring cylinder for lubricating oil and a set of necessary tools shall be provided.

1.9.11 Safety Requirements - Dangerous parts of the gasoline engine: recoil rope starter, exhaust (silencer), inlet of blower shall be fitted with protective cover. The rotating parts such as the entrance of fan, starting wheel, etc. shall be equipped with protective cover with proper strength. The muffler and other high-temperature components shall be equipped with protective device to avoid empyrosis (ISO 8178-4: 2007). If dimensions shall be are not available because of structure, warning signs shall be set up, and note it in the manual.

1.10 Checking Material of Construction

The recommended material for construction of different components of mister cum-duster except gasoline engine is given in **Annex B-2**.

All the metallic parts coming in contact with the pesticides/ chemical dust should preferably be of the same material to minimize electrolytic potential deterioration.

1.11 Checking for Adequacy of Literature

Manufacturer can prepare operators and service manual separately or as a single document as per Clause 1.1.2.

2.0 ENGINE

2.1 Gasoline Engine

2.1.1 Speed - The speed of an engine is the mean speed of its crank shaft in revolution per minute (rpm).

2.1.2 Power - For the engines delivering power by shaft or shafts, it is a quantity proportional to the mean torque calculated or measured, and to the mean speed of the shaft or shafts transmitting this torque. Defined in kilowatts (kW).

2.1.3 Continuous Power (Rated or Continuous) - The power available at the crankshaft or its equivalent at the rated speed specified by the manufacturer under standard reference conditions.

2.1.4 Indicated Horse Power - Total power developed in the engine cylinder.

2.1.5 Fuel Consumption - The quantity of fuel consumed by engine per unit of time at a stated power and under stated operating conditions expressed in mass units (kg) and/or litres per hour.

2.1.6 Specific Fuel Consumption - Fuel consumption per unit of energy produced expressed in grams per kilowatt hour.

2.1.7 Full Throttle - Throttle opening corresponding to rated power.

2.1.8 The gasoline engine used should comply with Clause 1.9.9.1.

2.1.9 The general tests requirements, rated continuous power, rated speed, specific fuel consumption and lubricating oil consumption shall comply with ISO 8178-4:2007 or IS:7347-1974 or JB/T 5135.1-2013.

3.0 JOINTS, TANK, STRAPS, HOSE AND CONTROLS

3.1 Joints - All joints for components of the powered knapsack mister cum duster must be reliable and sealed without disconnection or leaking during operation.

3.2 Hose Accelerated Ageing Test

After ageing at 70 ± 1 °C for a period of 72 hours, the rubber used for lining of all types of hoses shall not vary by more than ± 25 % for tensile strength and +10, -30 % for elongation at breakage of the corresponding values obtained before ageing.

Note: Clause 6 of IS: 443-1975 and IS: 3400 (Part IV)-1965 are referred.

3.3 Chemical Tank Assembly

3.3.1 Conceal the end of pressure hose, apply an air pressure of 0.01 MPa at the liquid discharge hose into the chemical tank for 1 minute. The tank, connected hoses and air pressure hose shall not show any sign of leakage and shall not buckle.

3.3.2 Residue

3.3.2.1 Tank - The amount of chemical residue (liquid or dust) remain in the tank should not exceed 0.1 kg.

3.3.2.2 Idling - During idling speed of powered knapsack mister cum duster with the shutter outlet fully closed, collect the dust in a bag tied to the dust pipe outlet. Dust flow rate shall not exceed 40 g/min. Conduct the test for a duration of 30 min.

3.4 Straps

3.4.1. Strap Drop Test

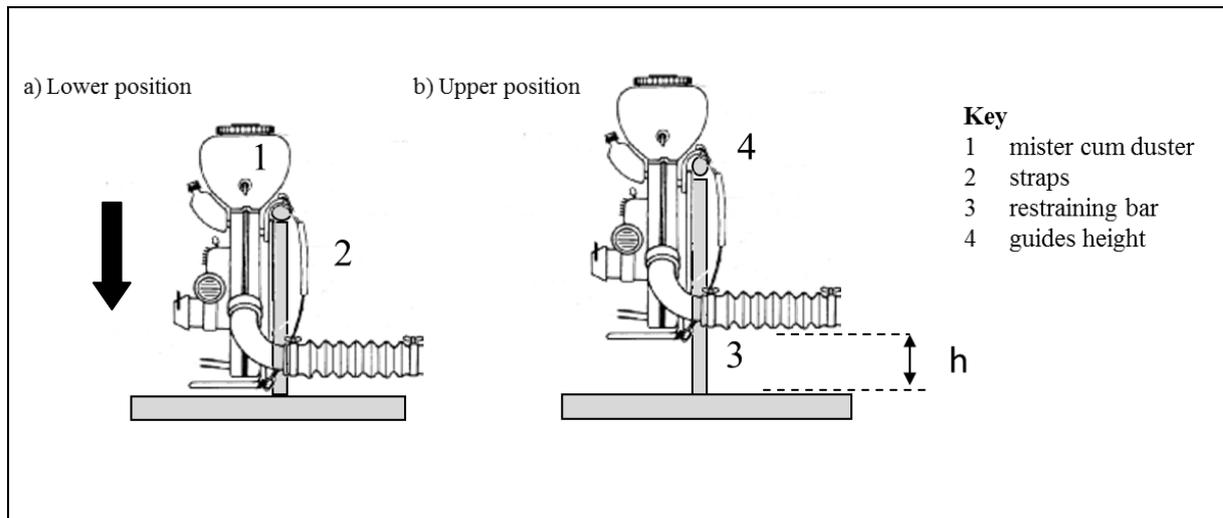
- The straps and their assembly shall withstand the test follows:
- The tank shall be filled with clean water to its full capacity.
- The mister cum duster (without discharge line) shall be hung from a solid support by its strap(s) simulating its carriage or to the shoulder of an operator.
- Raise the tank vertically to a height of 300 mm and allow to drop freely while hang by the strap (s). Repeat the operation 24 times.
- The assembly shall be deemed to have passed this test if none of its parts (straps, brackets, etc) break.

3.4.2 There shall be no damage on load bearing straps and their fixation points that reduces their functionality as a consequence of the specified strap drop test.

WARNING: This test has an element of risk. All personnel shall either be kept out of the test area or otherwise protected from hazards such as parts displaced from the mister cum duster on test.

A strap test device is a device capable of applying a controlled and reproducible force to the load carrying straps as shown in Figure 3a.

Figure 3a. Straps Drop Test Setup



a) Release position

b) Impact position

Key

- 1 mister cum duster
- 2 straps
- 3 restraining bar
- 4 guides height

3.4.3 Straps Absorption Test - Straps shall be made of non-absorbent material. Remove the carrying straps, and any padding and any metal or plastic parts attached to them before immersion (in order to minimize, as far as possible, the dry mass of the straps) and weigh them dry using a weighing device. Completely immerse the straps in water for 2 min. Remove the straps from the water, shake off surplus liquid and hang freely to drain for 10 min, before re-weighing.

Calculate the weight increase Δm in percentage using the following equation:

$$\Delta m = \frac{m_a - m_b}{m_b} \times 100 \%$$

Where

m_b is the mass before the test

m_a is the mass after the test

The increase in mass of straps after defined immersion in water shall not exceed 30 % of the dry mass.

Note: Vietnam National Standards TCVN 8745: 2011 (ISO 28139: 2009) is referred.

3.5 Controls

3.5.1 Control Device

Control device should be equipped in a range that is easy to reach, and it shall be easy to operate. It shall control the machine swiftly and accurately.

3.5.2 Sign of Control Device

In the control device or nearby location, there shall have clear signs or marks, its contents should reflect the basic characteristics of the control device.

3.5.3 It shall be possible to operate all controls by an operator wearing appropriate protective gloves.

Note: Vietnamese National Standards TCVN 8745: 2011 (ISO 28139: 2009) is referred.

4.0 BLOWER TEST (ISO 10988: 2011 §5.8; Annex D)

4.1 Air Velocity and Air Volume

Place the mister cum duster in an operate position. Lock the machine as per figure 4a position. Position air duct pipe in a horizontal position such as the height of the mister cum duster outlet centre is 1000 ± 20 mm from the ground.

Set the engine speed according to the rated engine speed defined by the manufacturer. Place an anemometer at the centre of the air duct pipe.

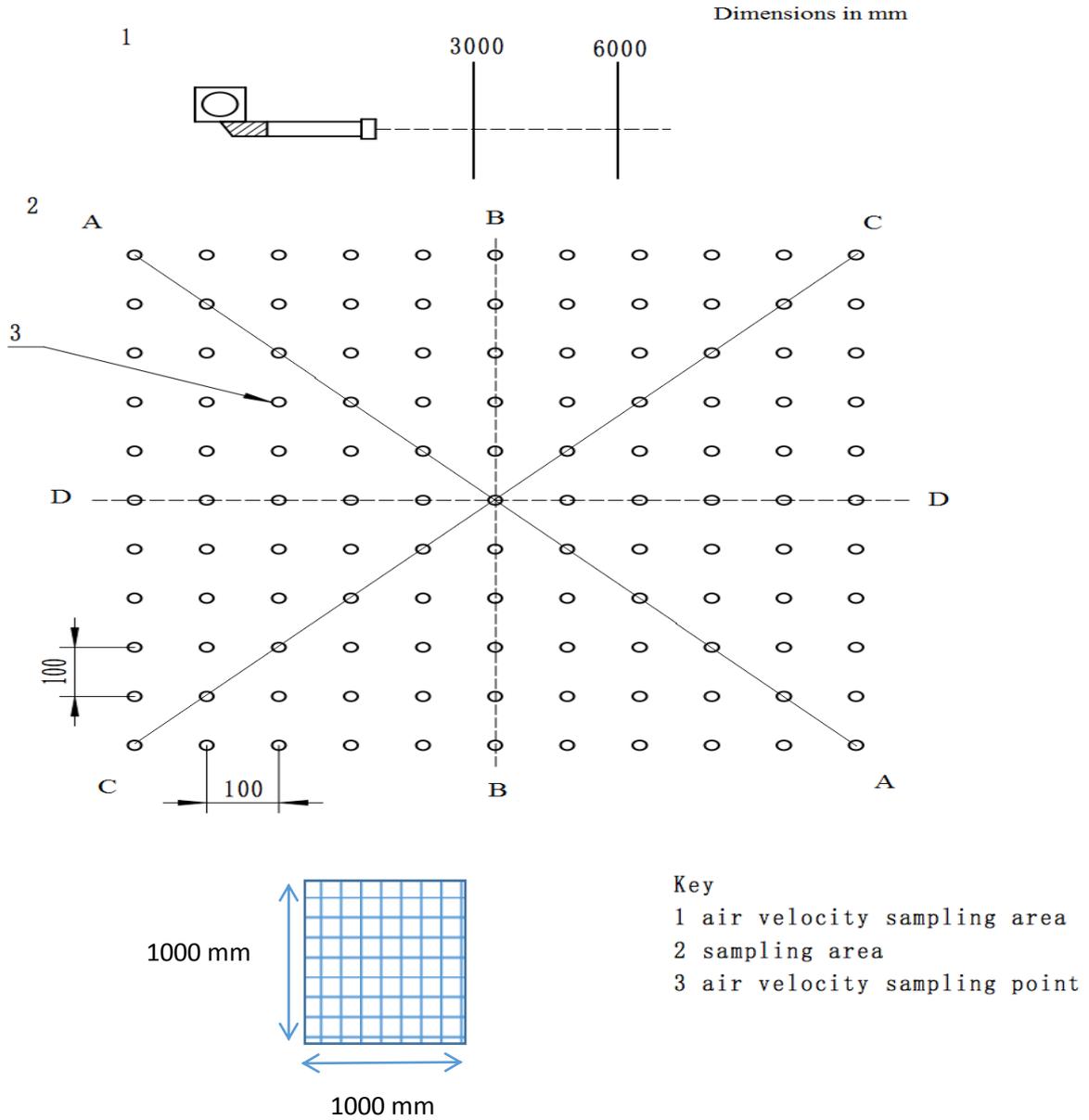
Measure the air velocity at distances of 3000 ± 20 mm and 6000 ± 20 mm from the air duct pipe outlet based on sampling grid of 100×100 mm ± 5 mm and along the four sampling lines AA, BB, CC and DD as per figure 4b.

Stop measuring when an air velocity lower than 2 m/s is detected.

Figure 4a. Supporting Test Bench for Mounting Mister-Cum-Duster



Figure 4b. Air Velocity Grid Sampling



4.2 Fan Impeller Over-speed Inspection

Mount the test sample (without the engine) onto a test rig with a variable speed controlled electric motor. The impeller shall be tested at 1.3 times the rated speed for 5 minutes on the occasion of full load. Replicate three times for each fan impeller. After all of these, the following phenomena shall not occur to the impeller: get injured, get loose or be out of shape, etc.

Figure 4c. Test Rig for Over-Speed Inspection

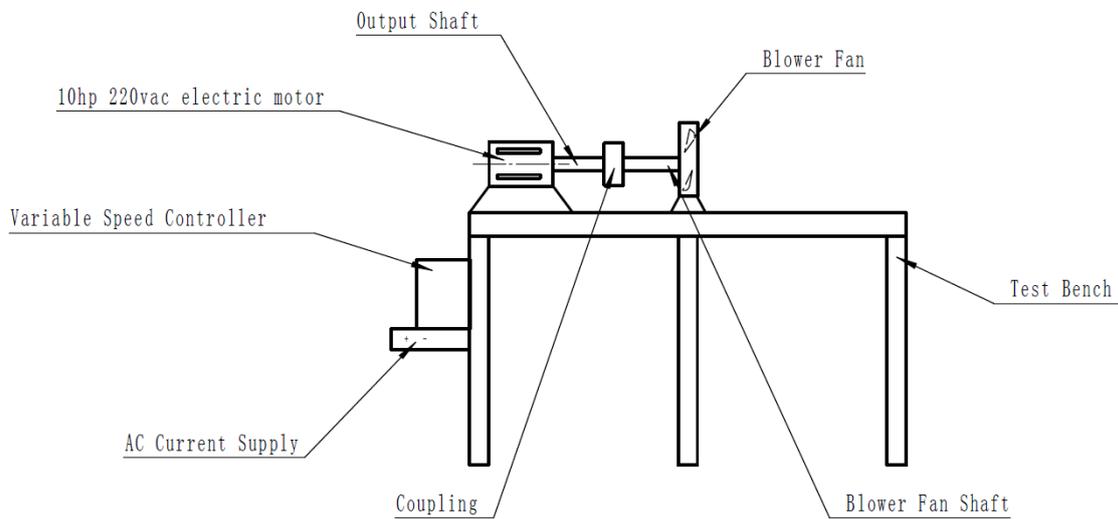


Figure Test rig for over-speed mister-cum-duster test

Note : Source JB/T 7723-2014, Clause 5.6

5.0 DISCHARGE RATE TESTS

5.1 Misting Discharge Rate (Full Tank)

Fill the tank of the mister with pre-determined quantity of clean water (or dust) up to its full capacity. Firmly place the knapsack mister on a weighing scale (or hang it), set the flow regulator at a desired setting, divide the starting and stopping of misting into 5 to 7 segments of full tank capacity (stopping is defined as irregular continuous misting). Measure the time and respective misting rate. Conduct the horizontal and vertical misting.

Repeat three times, used the following equations the average misting rate, record data onto Table 5a, 5b. (Source: Chinese JB/T 7723- 2014 Clause 5.5.5).

The data shall be recorded in Annex Table 5a.

$$Q_i = \frac{\Delta g_i}{\Delta t_i}$$

Where Q_i = Average discharge rate at measure segment, kg / min

Δg_i = Discharged at measure segment, kg

Δt_i = Average time for discharge at measure segment, min

$$Q = \frac{1}{n} \sum_{i=1}^n Q_i$$

Where Q = Average discharge rate, kg / min

n = Number of segment

$$S = \sqrt{\left[\frac{1}{n-1} \sum_{i=1}^n (Q_i - Q)^2 \right]}$$

Where S = Standard deviation

$$V = \frac{S}{Q} \times 100$$

Where V = Coefficient of variation, %

Note: The mister should be run idle for some time before commencing the test to avoid initial variation in discharge.

Table 5a: Misting Volume, Evenness and Residue Test

Machine model		Rated RPM		Rated power, kW	
Instrument type and model		Environment Temperature/ Humidity		Test date	
Test site	Misting pipe condition:				
Inspector					

Test No.	Discharge segment	1	2	3	4	5	6	7	
		Reduction in test materials (kg)							
Record	spray time (s)	1							
		2							
		3							
Computation	spray time (s)	1							
		2							
		3							
		Average							
	Sprayed rate, kg/min								
	Average sprayed rate, kg/min								
	Standard deviation								
	Coefficient of variation (%)								
	Residue (kg) test 1								
	Residue (kg) test 2								
	Residue (kg) test 3								
	Residue (kg) - average								

5.2 Test for Tank Filling Variation Discharge - Liquid

Obtain the tank filling variation discharge with data from section 5.1. The variation in discharge due to tank filling at the various segments defined in section 5.1 shall not exceed 15% of the discharge at full capacity of the tank as obtained in 5.1.

5.3 Residue

Weigh or measure the residual clean water remained in the chemical tank after the test and record it in table 5a.

5.4 Test for Dust Discharge Rate

- a. Operate the duster unit idle for some time to avoid initial variation in discharge.
- b. Measure the initial mass of the duster unit.
- c. Fill the tank with pre-determined quantity of talc powder or micro granules or the likes used for chemical formulations up to its full capacity. The minimum of 90% by mass of the talc powder shall pass through the 75 micron sieve [IS: 460 (Part 1) -1978]. The bulk density after compacting, when tested in accordance with 12.2 of IS: 6940-1982, shall not exceed by more than 60% of the value obtained before compacting.

Note: BS sieve 200, ASTM test sieve 200, Tyler test sieve 200 have their apertures within the limit specified (or 75-micron IS test sieve).

- d. Operate the duster at its rated speed and set the dust outlet for full discharge. The variation in speed, if any, shall be not more than 5 percent.
- e. Allow the dust to come out through the outlet. Run the engine till the quantity of dust in the tank is empty.
- f. Take the mass of the unit. Obtain the quantity of the dust discharged giving due allowances to the fuel consumed during the test.
- g. Calculate the discharge rate per minute.
- h. Repeat the above test for a minimum of three times and obtain the average discharge per minute. The data shall be recorded in Table 5b.
- i. Repeat the test for 1/4, 1/2 and 3/4 full tank capacity of dust/micro granules.

Table 5b: Dusting Volume, Evenness and Residue Test

Machine model			Rated RPM			Rated power, kW		
Instrument type and model			Environment Temperature/ Humidity			Test date		
Test site							Dusting pipe condition:	
Inspector								
Test No.	Tank level	1/4	1/2	3/4	4/4			
	Reduction in test materials (kg)							
Record	Continuous dusting time (s)	1						
		2						
		3						
Computation	Continuous dusting time (s)	1						
		2						
		3						
		Average						
	Dusting rate, kg/min							
	Average dusting rate, kg/min							
	standard deviation							
	Coefficient of variation (%)							
	Residue (kg) 1							
	Residue (kg) 2							
Residue (kg) 3								
Residue (kg) Average								

5.5 Residue

Weigh or measure the residual dust remained in the chemical tank and hose after the test and record it in Table 5a.

6.0 MISTING / DUSTING RANGE AND WIDTH

6.1 Measurement of Ground Deposition

6.1.1 Conduct this test in an enclosed space without interferences due to wind. Place the mister cum duster in an upright position. Lock the machine as per Figure 4a position. Position air duct pipe in a horizontal position such as the height of the mister cum duster outlet centre is 1000 ± 20 mm from the ground.

6.1.2 Initial Trial

Fill the chemical tank with clean water and set engine at rated speed. Operate the misting at full throttle for 3 min.

Visually observe the coverage of misting that will define the sample zone.

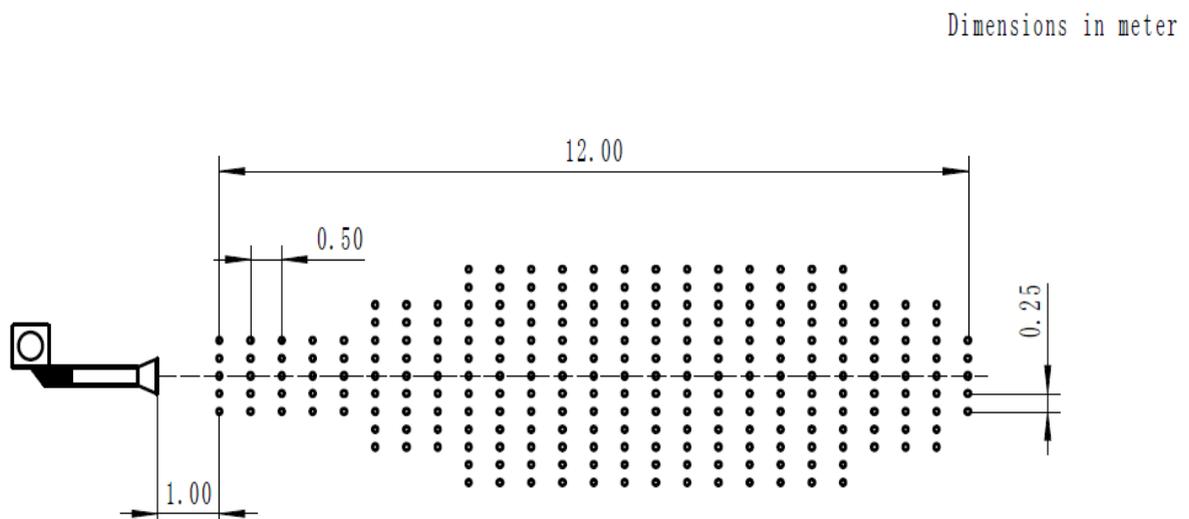
6.1.3 Test Preparation

Use rows of Petri dishes to sample water droplets. Each sidewall of the indoor enclosure shall have a minimum distance of 500 ± 20 mm from the outermost Petri dishes (Fig. 6a).

Position the centre row of Petri dishes corresponding with the symmetric axis of the air duct pipe. The first Petri dish is placed at 1000 ± 20 mm from the air duct pipe outlet. The following Petri dishes shall be placed at 500 ± 20 mm from one to another.

Additional number of Petri dishes is placed as according to the dimension and shape of the zone defined in 6.1.2.

Figure 6a. Sprayer and Petri Dishes Layout



6.1.4 Set the engine speed according to the rated engine speed defined by the manufacturer. This test is conducted with the shutter outlet set at the minimum and the maximum misting flow rate. Fill the mister tank to the full tank level. Conduct the test while observing the water level of each of the Petri dishes. Stop the test when one of the Petri dishes is almost full with water or the tank is empty.

6.1.5 Number and collect all Petri dishes and weigh the mass of water taking into consideration the initial mass of each Petri dish.

6.1.6 Repeat similar procedure 6.1.1 to 6.1.5 for dusters considering water is replaced by dust as referred in Clause 5.4 c.

6.2. Measurement of Vertical Deposition

6.2.1 Conduct this test in an enclosed space without interferences due to wind. Place the mister cum duster in an upright position. Lock the machine as per figure 6b position. Position air duct pipe in a vertical position such as the height of the mister cum duster outlet centre is 1000 ± 20 mm from the ground.

6.2.2 Test Preparation

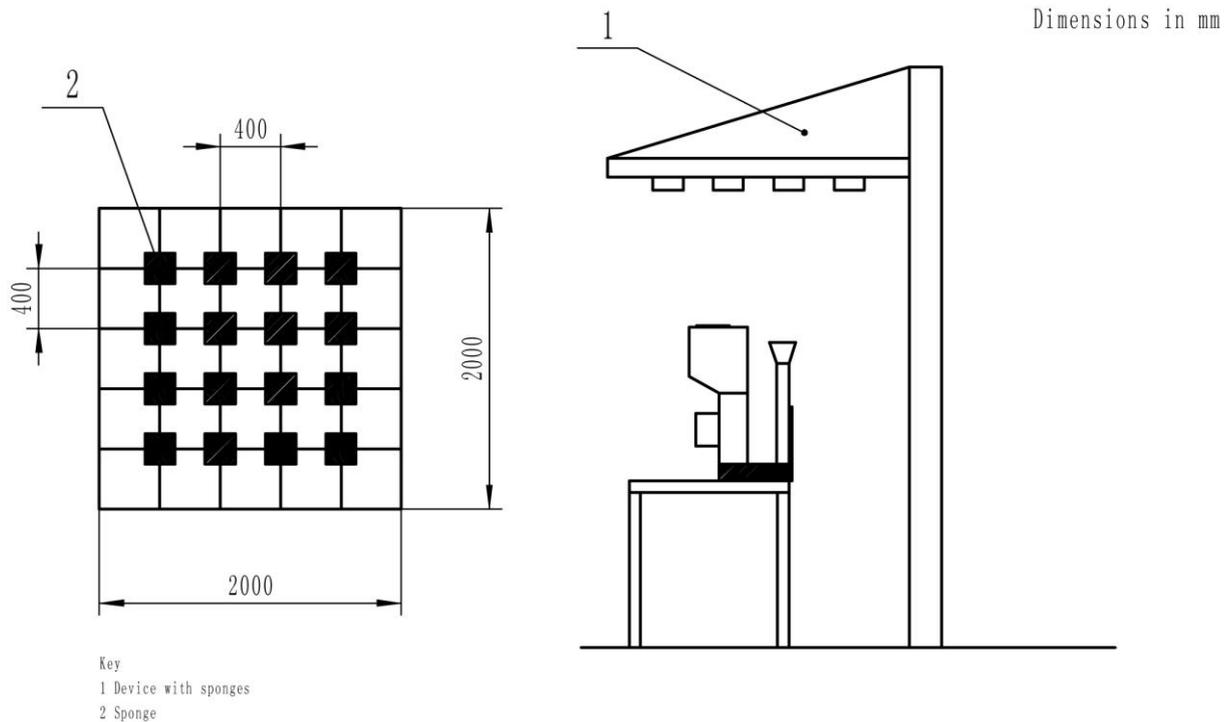
Use rows of sponges to sample water droplets.

Position the centre row of sponges corresponding with the symmetric axis of the air duct pipe. The sponges sampling grid is placed at a height of 3000 ± 20 mm from the air duct pipe outlet. See figure 6b.

6.2.3 Set the engine speed according to the rated engine speed defined by the manufacturer. This test is conducted with the shutter outlet set at the minimum and the maximum misting flow rate. Fill the mister tank to the full tank level. Conduct the test until the sponges almost get saturated.

6.2.4 Number and collect all sponges and weigh the mass of water taking into consideration the initial mass of each sponge.

Figure 6b. Vertical Deposition Test Set-up



6.3 Measurement of Dusting and Misting Width

Record the maximum width of the misting/dusting as measured in 6.1.2 and 6.1.6.

6.4 Measurement of Droplet Size and Droplet Density

Set the mister as described in Clause 6.1.1 to 6.1.5. Fill the tank either with clean water (in case Water Sensitive Papers are used) or coloured water when a dye is used to contrast with artificial collectors such as filter papers, papers cards, etc placed in each Petri dish.

During a short misting time (of about 10s) the duct is moved laterally to avoid collector saturation. All collectors described in figure 6a are analysed. After digitalization, droplet sizes are directly calculated from the impact distribution. At least 3 repetitions of the test are to be achieved.

Alternatively, a droplet analyser based on light diffraction can be used to sample droplet size directly in the spray. Currently, no further information on the measurement of droplet size and droplet density can be provided.

7.0 NOISE TEST

7.1 Test Conditions

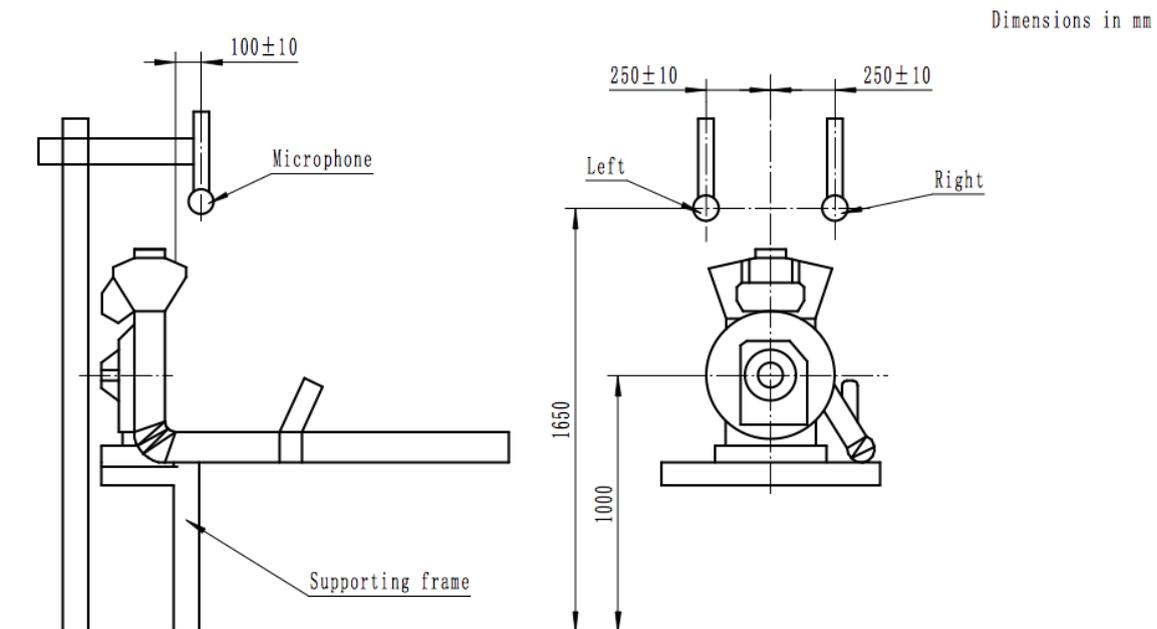
The test of the noise of powered knapsack mister-cum-duster shall be conducted in a flat open field of radius > 20 m. There shall not be any obstacles or reflective surfaces. The level of the background noise and the sound pressure level of the wind shall be at least 10 dB (A) below the sound level measured during the test. The natural wind speed shall be less than 5 m/s otherwise a windbreaker shall be used.

Note: Source IS : 12180 (part1) 2000 and JB/T 7723-2014.

7.1.2 Test Procedure

The mister-cum-duster shall be misting normally at its rated speed, at the highest misting rate, and it shall be standing on a stationary platform with the shaft of the engine 1000 mm height above the ground (see figure below). The platform shall not resonate or reverberate with the mister-cum-duster.

Figure 7a. Setup for Noise Measurement



7.1.3 Operator Ear Level Noise Measurement

During measurement, the microphone is placed vertically left and right at a distance of 250 ± 10 mm, horizontally in front of the operator backpack cushion $100 \text{ mm} \pm 10$ mm and 1650 mm above the ground level. Measure the noise level. Repeat 3 times at each point. Compute the average, record readings in Annex E-1.

Variations between two successive measurements shall not exceed 3 dB(A). Record the max value.

The noise level measured at the ear side shall conform to the specifications as listed in Table 3.

Table 7a: Noise Level Limits at Ear Side, dB (A)

Gasoline engine rated power (kW)	Noise level at various rated engine speed, dB (A)		
	≤ 5500 rpm	> 5500 - 7000 rpm	> 7000 rpm
≤ 1.5	≤ 97	≤ 98	≤ 99
> 1.5 - ≤2.3	≤ 99	≤ 100	≤ 101
> 2.3 - ≤3.1	≤ 101	≤ 102	≤ 103
>3.1 – ≤3.8	≤ 103	≤104	≤105
>3.8 - ≤ 4.5	≤ 105	≤ 106	≤ 107
>4.5	≤ 107	≤ 108	≤ 109

Source: JB/T 7723-2014

7.2 Vibration Test

7.2.1 Test Conditions: Fill the chemical tank with ½ tank of clean water. Vibrations shall be measured using a vibration accelerometer fitted at 6 to 9 spots on the backpack. Operate at normal misting conditions. Repeat the test three times.

7.2.2 Compute the average record results in the table 7b. Average vibration acceleration at the back rest shall not exceed 15 ms⁻².

Table 7b: Noise and Vibration Test

Machine model		Rated RPM		Rated power, kW	
Instrument type and model		Environment Temperature/ Humidity		Test date	
Test site				Note:	
Inspector					

Test No.	Noise level at ear, dB (A)		Vibration acceleration, ms ⁻²								
	Left	Left	1	2	3	4	5	6	7	8	9
1											
2											
3											
Average											

8.0 ENDURANCE TEST

8.1 Reliability and Endurance

Sample selection: Three new units of knapsack powered misters-cum-dusters are used for the endurance test.

8.1.1 Time to first failure test – Average operation time to the first failure (exclude minor failure) shall not be less than 90 hrs.

$$MTTFF = \frac{1}{n} \left(\sum_{i=1}^r t_i + \sum_{j=1}^{n-r} t_j \right)$$

where: Mean Time To First Failure (MTTFF) = Average operating time before 1st failure, h

n = number of machine

r = no. of machine having 1st failure (when r =0 hr, r =1)

t_i = Cumulative operating hour of the ith unit of machine first failure

t_j = Cumulative operating hour of the jth machine (not having failure) at the end of 100 hr cumulative operation.

Note: Minor failure refers to failure which can be easily repaired by farmer such as loose parts, loose wire and unimportant parts.

8.1.2 There should not be any leakages during misting and dusting operation.

V. ANNEXES**ANNEX A****LIST OF CITED CHINESE STANDARDS**

Standards No.	Title	Referred ISO standards
JB/T 5135.1-2013	General utility small gasoline engine -- Technical specification	
JB/T 5135.2-2013	General utility small gasoline engine -- Performance test method	
JB/T 5135.3-2013	General utility small gasoline engine -- Test and evaluate method of reliability and durability	
JB/T 7723-2014	Power-operated knapsack air-blast sprayer-duster	ISO 10988: 2011
JB/T 7723.2-2005	Power-operated knapsack air-blast sprayer-duster, Part 2 - Test method	
JB/T 5673-1991	Agricultural and forestry tractor and machinery paint work -- General technical requirements	

LIST OF CITED INDIAN STANDARDS

Standards No.	Title	Referred ISO standards
IS: 7347-1974	Specification for performance of small size spark ignition engines	
IS: 7593.1-1986	Specification for power-operated pneumatic sprayer-cum duster. Part 1 knapsack type	
IS: 8132-1999	Tractors and machinery for agriculture and forestry: power lawn and garden equipment - operator's manual: content and presentation.	ISO 3600: 1998
IS: 443-1975	Methods of sampling and tests for rubber hoses	
IS: 3400 (Part 4)-2012	Methods of Test for Vulcanized Rubbers, Part 4: Accelerated Ageing and Heat Resistance	
IS: 460 (Part 1) -1985	Test Sieves: Part-I Wire Cloth Test Sieves	

LIST OF CITED VIETNAMESE STANDARDS

Standards No.	Title	Referred ISO standards
TCVN 8745: 2011	Agricultural and forestry machinery -- Knapsack combustion-engine-driven mist blowers - Safety requirements	ISO 28139: 2009

LIST OF CITED ISO STANDARDS

Standards No.	Title	
ISO 8178-4: 2007	Reciprocating internal combustion engines -- Exhaust emission measurement - Part 4: Steady-state test cycles for different engine applications	
ISO 11684: 1995	Tractors, machinery for agriculture and forestry, powered lawn and garden equipment -- Safety signs and hazard pictorials -- General principles	
ISO 9357: 1990	Equipment for crop protection -- Agricultural sprayers -- Tank nominal volume and filling hole diameter	

ANNEX B

**B-1 DETAILED TECHNICAL SPECIFICATION OF POWERED KNAPSACK
MISTERS-CUM-DUSTERS**

1.0	GENERAL	PLEASE INDICATE
1.1	Name & address of manufacturer (If more than one give details of manufactures. Separate sheets may be used)	
1.2	Name and address of the applicant for test	
1.3	Make/Type/Model	
1.4	Serial number	
1.5	Year of manufacture	
2.0	ENGINE	
2.1	Make/Type/Model/Country	
2.2	Serial number	
2.3	<p>Engine (manufacturer's recommended settings)</p> <p><i>No test necessary if a certified test report is provided by the manufacturer (according to either one of the following standard: IS 7374-1974, JB/T 5135.1 -2013 or ISO 8178.4: 2007)</i></p> <p><i>If no engine test certification provided the equipment might be rejected</i></p> <ul style="list-style-type: none"> - Rated power, kW - Maximum torque, Nm - Rated speed at no load, rpm - Speed at max. torque, rpm - Specific fuels consumption, g/ kWh - Specific oil consumption, g/ kWh 	
2.4	Type of fuel used (octane number)	
2.5	Capacity of fuel tank (litre)	
2.6	Presence of strainer at engine tank inlet, yes/no	

2.7	Type of fuel filter	
2.8	Starting system: - Type - Aids for cold starting, if any - Any other device provided for easy starting	
2.9	Noise level at maximum speed, dB(A)	
3.0	FRAME	
	Material of Construction	
	Size (Width x height x length)	
4.0	TANK	
	Shape (Trapezoidal/Cylindrical/ Any other)	
	Size (In case of Trapezoidal : Width x height x depth, In case of cylindrical: Diameter x length), mm	
	Capacity, litre	
	Material of construction	
	Size of Liquid filling hole, mm	
	Strainer or filter Mesh (< 2 mm)	
	Marking on the tank, if any	
5.0	BACK REST	
	Size (Width x height x thickness)	
	Material	
6.0	STRAP	
	Material of strap	
	Material of strap buckle	
	Width and thickness of strap	
	Minimum and Maximum strap length can be used	

7.0	MISTING DUCT	
	Type of misting duct	
	Misting duct internal diameter	
	Misting duct discharge at recommended pressure, ml/min	
	Misting range (m)	
8.0	BLOWER	
	Fan type : Fully enclosed / partially enclosed	
	Fan blade type : Forward bent / radial / backward bent	
9.0	DUSTING	
	Dusting width, m	
	Dusting discharge rate (horizontal), kg/min	
10.0	TOTAL MASS (without liquid/dust), kg	
11.0	DETAILS OF AGITATING DEVICE PROVIDED (if any)	
12.0	LIST OF STANDARD ACCESSORIES/PARTS PROVIDED WITH EQUIPMENT (provide as annex)	
13.0	PUBLICATIONS Operator's manual Service Manual Parts catalogue Safety Precautions	

ANNEX B-2

MATERIAL OF CONSTRUCTION OF VARIOUS COMPONENTS

No.	Component	Material	Please Indicate
1.	Tank	Fiber glass reinforced plastics Plastics HDPE	
2.	Lid or cap	Fibre glass reinforced plastics Plastics HDPE	
3.	Frame	Mild steel Engineering Plastics	
4.	Impeller	Mild steel Galvanized plain steel Aluminum alloy Fibre glass reinforced plastics Plastics	
5.	Casing	Mild steel Galvanized plain steel Aluminum alloy Fibre glass reinforced plastics Plastics	
6.	Air bent outlet	Galvanized plain steel Plastics	
7.	Air hose	Rubber, fabric braided Rubber, synthetic Plastics	
8.	Strap	Leather, vegetable tanned Woven web cotton Yarn, synthetic	
9.	Strap buckle	Mild steel Galvanized plain steel Aluminum Engineering Plastic	
10.	Cushion	Foam rubber Foam plastics	
11.	Gasket	Rubber, synthetic PVC Leather Fiber	
12.	Air pressure regulating device	Brass Plastics	
13.	Air pressure pipe	Plastics	
14.	Liquid or dust regulating device	Brass Plastics	
15.	Hose clip	Mild steel Galvanized plain steel	
16.	Air duct (misting or dusting)	Stainless steel Plastic	

17.	Valve assembly	Brass Stainless steel Plastics	
18.	Pipe for agitator	Galvanized iron Brass Polyvinyl chloride (PVC)	

ANNEX C-1

PRO-FORMA FOR SUBMISSION, RUNNING-IN AND REPAIRS

1. Name of the manufacturer:
2. Address:
3. Submitted for test by:
4. Sample model and serial number:
 - Sample 1:
 - Sample 2:
 - Sample 3:
 - Sample 4:
 - Sample 5:
 - Sample 6 (additional unit without engine):
5. Date of manufacture:
6. Place of running-in:
7. Duration and schedule of running in (6 hrs each for 4 times):
8. Repairs and adjustments made during running-In:
9. Received by: _____ when: _____
10. Signatures (manufacturer)
11. Signature (test centre):

ANNEX C-2
RUNNING-IN

Pro-forma For Running-In (samples 1 and 2):

1. Name of the manufacturer:
2. Address:
3. Sample model and serial number:
4. Place of running-in:
5. Duration and schedule of running in (at rated speed for a total of 24 hr):
6. Repairs and adjustments made during running-in:
7. Signatures (manufacturer):
8. Signature (test centre):

ANNEX D

TEST PROCEDURES FOR PAINT WORK FINISHING (INSIDE OF A METER TANK PAINTING)

Chemical resistant:

- This method applies for any agricultural chemicals
- Test method:
 - Fill in chemical up to the maximum tank level after conducting tank leakage test.
 - Securely tighten the lid
 - Place the mister/duster securely on a support structure
 - Shake the mister/duster vigorously for every 15 minutes and stop for another 15 minutes at a frequency of 0.5 Hz and a 5 ° angle for duration of 7 days
 - Empty the tank
 - Inspect the paint finishing
 - Change the chemical
 - Continue the test for another 6 cycles each of 7 days
 - Stop the test if there is leakage due to corrosion
- Quality criteria : (good/pass/fail):
 - Good: the surface gloss maintained without change or color. No bubbles, flaking or pits. No powdery appearance, cracks or rust
 - Pass: change of color, loss of gloss, minor bubbles (less than 30% of the covering surface) rough paint work surface appear in less than 30% of total surface area, minor powdery appearance without cracks, few rust spots (diameter less than 0.5 mm)
 - Fail: greater deterioration than previous for criteria



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