

## **Annex E – Manufacturer Comments**

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The following material was received from the machine manufacturer in response to a draft version of this report.

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The testing of the Tempest machine was carried out in September 2005 and many of the issues discussed in this report (December 2007) have been addressed. The list below comments on these issues:-

- Item 4.5.2 Speed,  
The hydraulic forward speed control has been replaced by electronic microcontrollers. This eliminates “jerky movement”.
- Item 4.5.2 Fuel Solenoid Problems.  
This problem was caused by a bad batch of engines from Deutz the manufacturers. This problem has not reoccurred. Current Tempest use an upgraded engine design.
- Item 4.5.2 Flail Shroud Design  
The shroud design is now detachable and has been improved for extra strength and dust reduction.
- Item 4.5.5 Debris Traps (in Wheels).  
Tempest is now fitted with rubber tracks as standard. There have been no reports of tracks carrying ordnance in the track mechanism. Track protection rollers are currently being tested to reduce detonation under the tracks when the machine is used for vegetation cutting.
- Item 4.5.6 Hammer Wear  
The original ground engaging hammers have been replaced by spring steel “cutting” hammers. This has improved clearance rates and hammer wear. It should be noted that Tempest ground engaging is designed to improve productivity by breaking up the ground and root structures, Thereby making the Tempest magnet more effective. Tempest is not a risk reduction tool.
- Item 4.5.7 Width of Flail  
The width of flail head has been increased to cover track path.

#### Item 5.2 Areas Requiring Attention

The machine has a siren to alert the operator of a problem. Radio feedback system for machine is considered too complex and costly for the benefits it would provide. However, addition light indication has been added to clearly identify the nature of the alarm.

#### **Other Notes**

As previously stated the Tempest was designed solely as a vegetation clearance machine. Ground engaging is a comparatively new development. One issue currently being addressed is to improve power to the flail head. This will be done by the machine calculating the power going to the track units and then directing the remaining power available to the flail head. This system will be partially beneficial to ground engaging since track power is generally low.

Manufacturer Feedback to DRAFT Report