



**SLOVENSKI STANDARD**  
**SIST EN 1501-1:2000/A1:2004**

01-julij-2004

---

Jcn] UnUnV]fUb^cXdUX\_cj ]b'df]dUXUc ]]nfYgUb] ]!'Gd`cýbY]b]j UfbcgfbY  
nU hYj Y!'%fXY. Jcn] UnUnV]fUb^cXdUX\_cj n`bU`UXUb^a nUXU^!`8cdc`b]c`5%

Refuse collection vehicles and their associated lifting devices - General requirements and safety requirements - Part 1: Rear-end loaded refuse collection vehicles

Abfallsammelfahrzeuge und die dazugehörigen Schüttungen - Allgemeine Anforderungen und Sicherheitsanforderungen - Teil 1: Hecklader

Bennes a ordures ménagères et leurs leve-conteneurs associés - Exigences générales et exigences de sécurité - Partie 1: Bennes a chargement arriere

**Ta slovenski standard je istoveten z: EN 1501-1:1998/A1:2004**

---

**ICS:**

43.160      Vozila za posebne namene      Special purpose vehicles

**SIST EN 1501-1:2000/A1:2004**      en

**iTeh STANDARD PREVIEW**  
**(standards.iteh.ai)**

SIST EN 1501-1:2000/A1:2004

<https://standards.iteh.ai/catalog/standards/sist/abfae952-bb4c-4686-99e9-967549956ed2/sist-en-1501-1-2000-a1-2004>

EUROPEAN STANDARD  
NORME EUROPÉENNE  
EUROPÄISCHE NORM

**EN 1501-1:1998/A1**

March 2004

ICS 43.160

English version

**Refuse collection vehicles and their associated lifting devices -  
General requirements and safety requirements - Part 1: Rear-  
end loaded refuse collection vehicles**

Bennes à ordures ménagères et leurs lève-conteneurs  
associés - Exigences générales et exigences de sécurité -  
Partie 1: Bennes à chargement arrière

Abfallsammelfahrzeuge und die dazugehörigen  
Schüttungen - Allgemeine Anforderungen und  
Sicherheitsanforderungen - Teil 1: Hecklader

This amendment A1 modifies the European Standard EN 1501-1:1998; it was approved by CEN on 2 February 2004.

CEN members are bound to comply with the CEN/CENELEC Internal Regulations which stipulate the conditions for inclusion of this amendment into the relevant national standard without any alteration. Up-to-date lists and bibliographical references concerning such national standards may be obtained on application to the Central Secretariat or to any CEN member.

This amendment exists in three official versions (English, French, German). A version in any other language made by translation under the responsibility of a CEN member into its own language and notified to the Central Secretariat has the same status as the official versions.

CEN members are the national standards bodies of Austria, Belgium, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Slovakia, Slovenia, Spain, Sweden, Switzerland and United Kingdom.

**iTeh STANDARD PREVIEW**  
**(standards.iteh.ai)**



[SIST EN 1501-1:2000/A1:2004](https://standards.iteh.ai/catalog/standards/sist/abfae952-bb4c-4686-99e9-967549956ed2/sist-en-1501-1-2000-a1-2004)

[https://standards.iteh.ai/catalog/standards/sist/abfae952-bb4c-4686-99e9-](https://standards.iteh.ai/catalog/standards/sist/abfae952-bb4c-4686-99e9-967549956ed2/sist-en-1501-1-2000-a1-2004)

[967549956ed2/sist-en-1501-1-2000-a1-2004](https://standards.iteh.ai/catalog/standards/sist/abfae952-bb4c-4686-99e9-967549956ed2/sist-en-1501-1-2000-a1-2004)

EUROPEAN COMMITTEE FOR STANDARDIZATION  
COMITÉ EUROPÉEN DE NORMALISATION  
EUROPÄISCHES KOMITEE FÜR NORMUNG

**Management Centre: rue de Stassart, 36 B-1050 Brussels**

EN 1501-1:1998/A1:2004 (E)

## Foreword

This document (EN 1501-1:1998/A1:2004) has been prepared by Technical Committee CEN/TC 183 "Waste management", the secretariat of which is held by DIN.

This European Standard shall be given the status of a national standard, either by publication of an identical text or by endorsement, at the latest by September 2004, and conflicting national standards shall be withdrawn at the latest by September 2004.

This document has been prepared under a mandate given to CEN by the European Commission and the European Free Trade Association, and supports essential requirements of EU Directive(s).

According to the CEN/CENELEC Internal Regulations, the national standards organizations of the following countries are bound to implement this European Standard: Austria, Belgium, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Slovakia, Slovenia, Spain, Sweden, Switzerland and United Kingdom.

**iTeh STANDARD PREVIEW**  
**(standards.iteh.ai)**

[SIST EN 1501-1:2000/A1:2004](https://standards.iteh.ai/catalog/standards/sist/abfae952-bb4c-4686-99e9-967549956ed2/sist-en-1501-1-2000-a1-2004)

<https://standards.iteh.ai/catalog/standards/sist/abfae952-bb4c-4686-99e9-967549956ed2/sist-en-1501-1-2000-a1-2004>

## Amendment to EN 1501-1:1998

Sub-clause 6.6.4.3 in clause 6.6.4 "Footboards" is replaced as follows:

### 6.6.4.3

#### 6.6.4.3.1 Safety requirements for occupied footboard(s):

If a person (persons) is standing on the footboard(s), the following requirements shall be automatically fulfilled:

— Compacting:

Compacting shall be made impossible if, due to the presence of footboard(s), the loading system is to be considered as an open system due to 4.5.1, i.e. when the distance, as shown in Figure A.5, measured from the occupied footboard level, is less than 1 400 mm.

— Travelling forward at over 30 km/h:

Travelling forwards at over 30 km/h shall be made impossible.

In any case, the speed limitation system shall not cause deceleration higher than  $2 \text{ m/s}^2$  (0,2g).

This can be overridden under the conditions of 6.6.4.3.2.

— Reversing of the RCV:

Reversing of the RCV shall be made impossible.

If the vehicle is equipped with an air braking system, the prevention of reversing has to be achieved by activation of the brakes. For chassis without an air braking system, this has to be achieved by other systems, for example an engine stop.

When, after an automatic stopping of the reversing of the vehicle, the safety device is no longer detecting a person, any further reversing shall be possible only by an intentional actuation of the gearbox by the driver, whatever the type of gearbox : manual, automatic, semi-automatic.

This can be overridden under the conditions of 6.6.4.3.2.

#### 6.6.4.3.2 Overriding the safety devices

An additional control shall be provided so that in a road traffic emergency, it overrides the speed limitation and reversing safety device(s). This additional control shall be located within easy reach of the driver's seat. This control shall also stop the hydraulic power and require the control to be reset before the compaction mechanism, the discharge system and the lifting device can restart. The reset sequence can start only when the RCV is stopped and the engine is running. After the reset command is given, the safety devices for speed limitation and reversing shall be activated again and it shall take at least 5 minutes before the RCV is ready for use again. It shall not be possible to reduce the reset sequence time.

The reset procedure shall be described in the information for use manual.

#### 6.6.4.3.3 Detection of a person (persons)

The detection of a person (persons) standing on the footboard(s) can be achieved by one of the following means:

**EN 1501-1:1998/A1:2004 (E)**

- Detecting the presence of a person (persons) by weight:

A minimum vertical force of 300 N at any point of the footboard or its carrying structure, if it is possible to stand on it, shall introduce the automatic limitations (see 6.6.4.3.1).

- Detecting by space monitoring:

It shall not be possible for a person (persons) to stand on the footboard(s) without being detected.

The detection of a person (persons) on the footboard or on its carrying structure shall introduce the automatic limitations (see 6.6.4.3.1).

- Detecting any position of the footboard which can be used for standing on:

The detection of any usable position of the footboard(s) shall introduce the automatic limitations (see 6.6.4.3.1).

**NOTE** The footboard and its carrying structure is considered non usable when there are no projections nor recesses which can be used for standing on.

**6.6.4.3.4 Operation of the detection devices**

In any case, when the ignition key is switched on, the detection devices shall be operational.

These detection devices shall be so designed that it is not possible to bypass them easily or to put them out of operation easily.

The detection devices and the related parts of the control systems shall be determined from the categories defined by EN 954-1:

- category 3 for open systems (see 6.1.2.3);
- category 2 for close systems (see 6.1.2.2).

The proper operation of the detection devices shall be checked every time the ignition key is switched on. With negative results, the RCV shall operate as if anyone is standing on the footboard(s).

The check procedure shall be described in the information for use manual.

**6.6.4.3.5 CCTV system**

The CCTV system, as defined in 6.7.4.3, shall be permanently operational as long as the ignition key is switched on.

When it is not possible, e.g. by design of the lifting device, tailgate, guards, to observe the presence of a person (persons) on the footboard(s) by the CCTV system, then an indication that the footboard(s) is (are) occupied shall be provided in the cab as long as the ignition key is switched on.

**NOTE** The indication can be achieved, for example, by an indicator light.

Furthermore, annex D "List of patent holders" is inserted after annex C.

## **Annex D** (informative)

### **List of patent holders**

The user's attention is drawn to the possibility that for refuse collection vehicles described within EN 1501-1, compliance with this European Standard may require the use of an invention covered by patent rights.

By publication of this part of EN 1501, no position is taken with respect to the validity of this claim or of any patent rights in connection therewith. However, each patent holder listed in this annex has filed with the CEN-European Committee for Standardisation a statement of willingness, to grant a licence under such rights that they hold on reasonable and non-discriminatory terms and conditions to applicants desiring to obtain such a licence.

Information regarding such patents can be obtained from:

GEESINK B.V.  
Betonweg 8  
P.O. Box 52  
8300 AB Emmeloord  
NETHERLANDS

**iTeh STANDARD PREVIEW**  
**(standards.iteh.ai)**

[SIST EN 1501-1:2000/A1:2004](https://standards.iteh.ai/catalog/standards/sist/abfae952-bb4c-4686-99e9-967549956ed2/sist-en-1501-1-2000-a1-2004)  
<https://standards.iteh.ai/catalog/standards/sist/abfae952-bb4c-4686-99e9-967549956ed2/sist-en-1501-1-2000-a1-2004>