



# SLOVENSKI STANDARD SIST EN ISO 3691-3:2017

01-marec-2017

Nadomešča:  
SIST EN 1726-2:2002

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**Vozila za talni transport - Varnostne zahteve in preverjanje - 3. del: Dodatne zahteve za vozila z dvignjenim položajem upravljavca in za vozila, posebej zasnovana za vožnjo z dvignjenim bremenom (ISO 3691-3:2016)**

Industrial trucks - Safety requirements and verification - Part 3: Additional requirements for trucks with elevating operator position and trucks specifically designed to travel with elevated loads (ISO 3691-3:2016)

Flurförderzeuge - Sicherheitstechnische Anforderungen und Verifizierung - Teil 3: Zusätzliche Anforderungen für Flurförderzeuge mit hebbarem Fahrerplatz und Flurförderzeuge, die zum Fahren mit angehobener Last ausgelegt sind (ISO 3691-3:2016)

Chariots de manutention - Exigences de sécurité et vérification - Partie 3: Exigences complémentaires pour chariots avec poste de conduite élevable et pour chariots spécialement conçus pour une conduite avec des charges en élévation (ISO 3691-3:2016)

**Ta slovenski standard je istoveten z: EN ISO 3691-3:2016**

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**ICS:**

53.060      Industrijski tovornjaki      Industrial trucks

**SIST EN ISO 3691-3:2017**      en,fr,de

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EUROPEAN STANDARD

**EN ISO 3691-3**

NORME EUROPÉENNE

EUROPÄISCHE NORM

December 2016

ICS 53.060

Supersedes EN 1726-2:2000

English Version

## Industrial trucks - Safety requirements and verification - Part 3: Additional requirements for trucks with elevating operator position and trucks specifically designed to travel with elevated loads (ISO 3691-3:2016)

Chariots de manutention - Exigences de sécurité et  
vérification - Partie 3: Exigences complémentaires  
pour chariots avec poste de conduite éleuable et pour  
chariots spécialement conçus pour une conduite avec  
des charges en élévation (ISO 3691-3:2016)

Flurförderzeuge - Sicherheitstechnische  
Anforderungen und Verifizierung - Teil 3: Zusätzliche  
Anforderungen für Flurförderzeuge mit hebbarem  
Fahrerplatz und Flurförderzeuge, die zum Fahren mit  
angehobener Last ausgelegt sind (ISO 3691-3:2016)

This European Standard was approved by CEN on 24 November 2016.

CEN members are bound to comply with the CEN/CENELEC Internal Regulations which stipulate the conditions for giving this European Standard the status of a national standard without any alteration. Up-to-date lists and bibliographical references concerning such national standards may be obtained on application to the CEN-CENELEC Management Centre or to any CEN member.

This European Standard 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 CEN-CENELEC Management Centre has the same status as the official versions.

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



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

**CEN-CENELEC Management Centre: Avenue Marnix 17, B-1000 Brussels**

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## European foreword

This document (EN ISO 3691-3:2016) has been prepared by Technical Committee ISO/TC 110 "Industrial trucks" in collaboration with Technical Committee CEN/TC 150 "Industrial Trucks - Safety" the secretariat of which is held by BSI.

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 June 2017, and conflicting national standards shall be withdrawn at the latest by June 2017.

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. CEN [and/or CENELEC] shall not be held responsible for identifying any or all such patent rights.

This document supersedes EN 1726-2:2000.

For the purposes of global relevance, the requirements of all clauses referring to ISO/TS 3691-7 have been transferred and published as European Standard EN 16307-3, Industrial trucks — Safety requirements and verification — Part 3: Supplementary requirements for trucks with elevating operator position and trucks specifically designed to travel with elevated loads.

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).

For relationship with EU Directive(s), see informative Annex ZA, which is an integral part of this document.

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

## Endorsement notice

The text of ISO 3691-3:2016 has been approved by CEN as EN ISO 3691-3:2016 without any modification.

## Annex ZA (informative)

### Relationship between this European Standard and the essential requirements of Directive 2006/42/EC aimed to be covered

This European Standard has been prepared under a Commission's standardization request M/396 (Machinery) Mandate to CEN and Cenelec for standardization in the field of machinery to provide one voluntary means of conforming to essential requirements of Directive 2006/42/EC Machinery Directive.

Once this standard is cited in the Official Journal of the European Union under that Directive, compliance with the normative clauses of this standard given in Table ZA.1 confers, within the limits of the scope of this standard, a presumption of conformity with the corresponding essential requirements of that Directive, and associated EFTA regulations.

**Table ZA.1 — Correspondence between this European Standard and Directive 2006/42/EC Machinery Directive**

Essential Requirements of Directive 2006/42/EC	Clause(s)/sub-clause(s) of this EN	Remarks/Notes
All	All	With the exclusion of all references to ISO/TS 3691-8

**WARNING 1** — Presumption of conformity stays valid only as long as a reference to this International Standard is maintained in the list published in the Official Journal of the European Union. Users of this standard should consult frequently the latest list published in the Official Journal of the European Union.

**WARNING 2** — Other Union legislation may be applicable to the product(s) falling within the scope of this standard.

INTERNATIONAL  
STANDARD

ISO  
3691-3

First edition  
2016-12-15

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**Industrial trucks — Safety  
requirements and verification —**

Part 3:

**Additional requirements for trucks  
with elevating operator position and  
trucks specifically designed to travel  
with elevated loads**

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*Chariots de manutention — Exigences de sécurité et vérification —*

*Partie 3: Exigences complémentaires pour chariots avec poste de  
conduite élevable et pour chariots spécialement conçus pour une  
conduite avec des charges en élévation*



Reference number  
ISO 3691-3:2016(E)

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## ISO 3691-3:2016(E)

## Foreword

ISO (the International Organization for Standardization) is a worldwide federation of national standards bodies (ISO member bodies). The work of preparing International Standards is normally carried out through ISO technical committees. Each member body interested in a subject for which a technical committee has been established has the right to be represented on that committee. International organizations, governmental and non-governmental, in liaison with ISO, also take part in the work. ISO collaborates closely with the International Electrotechnical Commission (IEC) on all matters of electrotechnical standardization.

The procedures used to develop this document and those intended for its further maintenance are described in the ISO/IEC Directives, Part 1. In particular the different approval criteria needed for the different types of ISO documents should be noted. This document was drafted in accordance with the editorial rules of the ISO/IEC Directives, Part 2 (see [www.iso.org/directives](http://www.iso.org/directives)).

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. ISO shall not be held responsible for identifying any or all such patent rights. Details of any patent rights identified during the development of the document will be in the Introduction and/or on the ISO list of patent declarations received (see [www.iso.org/patents](http://www.iso.org/patents)).

Any trade name used in this document is information given for the convenience of users and does not constitute an endorsement.

For an explanation on the meaning of ISO specific terms and expressions related to conformity assessment, as well as information about ISO's adherence to the World Trade Organization (WTO) principles in the Technical Barriers to Trade (TBT) see the following URL: [www.iso.org/iso/foreword.html](http://www.iso.org/iso/foreword.html)

The committee responsible for this document is ISO/TC 110, *Industrial trucks*, Subcommittee SC 2, *Safety of powered industrial trucks*.

This first edition of ISO 3691-3, together with ISO 3691-1, ISO 3691-2, ISO 3691-4, ISO 3691-5, ISO 3691-6, ISO/TS 3691-7, and ISO/TS 3691-8, cancels and replaces ISO 3691:1980, of which it constitutes a technical revision.

ISO 3691 consists of the following parts, under the general title *Industrial trucks — Safety requirements and verification*:

- *Part 1: Self-propelled industrial trucks, other than driverless trucks, variable-reach trucks and burden-carrier trucks*
- *Part 2: Self-propelled variable-reach trucks*
- *Part 3: Additional requirements for trucks with elevating operator position and trucks specifically designed to travel with elevated loads*
- *Part 5: Pedestrian-propelled trucks*
- *Part 6: Burden and personnel carriers*
- *Part 7: Regional requirements for countries within the European Community* [Technical Specification]
- *Part 8: Regional requirements for countries outside the European Community* [Technical Specification]

The following parts are under preparation:

- *Part 4: Driverless industrial trucks and their systems*

## Introduction

### General

This part of ISO 3691 is a type-C standard as stated in ISO 12100.

The machinery concerned and the extent to which hazards, hazardous situations, or hazardous events are covered are indicated in the Scope of this part of ISO 3691.

When requirements of this type-C standard are different from those which are stated in type-A or B standards, the requirements of this type-C standard take precedence over the requirements of the other standards for machines that have been designed and built according to the requirements of this type-C standard.

The ISO 3691 series covers safety requirements and their verification for industrial trucks as defined in ISO 5053-1.

### Structure

An important step forward in the work on the ISO 3691 series was the agreement to issue a new structure of International Standards for industrial trucks having on one side, basic standards for all kinds of trucks (see Foreword) and on the other side, independent standards to cover the respective specific functions of industrial trucks, e.g. visibility, noise, vibration, electrical requirements, etc.

### Assessment of hazards

The product needs to be designed in such a way that it is fit for its purpose or function and can be adjusted and maintained without putting persons at risk when used under the conditions foreseen by the manufacturer.

In order to properly design a product and to cover all specific safety requirements, the manufacturer will have to identify the hazards that apply to his product and carry out a risk assessment. The manufacturer will then need to design and construct the product taking this assessment into account.

The aim of this procedure is to eliminate the risk of accidents throughout the foreseeable lifetime of the machinery, including the phases of assembling and dismantling where risks of accidents could also arise from foreseeable abnormal situations.

In selecting the most appropriate methods, the manufacturer will need to apply the following principles in the order given here:

- a) eliminate or reduce risks as far as possible by design (inherently safe machinery design and construction);
- b) take the necessary protective measures in relation to risks that cannot be eliminated by design;
- c) inform users of any shortcoming of the protective measures adopted;
- d) indicate whether any particular training is required;
- e) specify any need to provide personal protection equipment;
- f) refer to the appropriate user's document for proper operating instructions.

Industrial trucks need to be designed to prevent foreseeable misuse wherever possible, if such would engender risk. In other cases, the manufacturer's instructions will need to draw the user's attention to ways shown by experience in which the machinery ought not to be used.

This part of ISO 3691 does not repeat all the technical rules which are state-of-the-art and which are applicable to the material used to construct the industrial truck. Reference will also need to be made to ISO 12100.