



SLOVENSKI STANDARD SIST EN ISO 3691-5:2010

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SIST EN 1757-1:2002

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Vozila za talni transport - Varnostne zahteve in preverjanje - 5. del: Ročno gnana vozila (ISO 3691-5:2009)

Industrial trucks - Safety requirements and verification - Part 5: Pedestrian-propelled trucks (ISO 3691-5:2009)

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Flurförderzeuge - Sicherheitstechnische Anforderungen und Verifizierung - Teil 5: Mitgängerbetriebene Flurförderzeuge (ISO 3691-5:2009)

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Chariots de manutention - Exigences de sécurité et vérification - Partie 5: Chariots à conducteur accompagnant (ISO 3691-5:2009)

Ta slovenski standard je istoveten z: EN ISO 3691-5:2009

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53.060 Industrijski tovornjaki Industrial trucks

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EUROPEAN STANDARD

EN ISO 3691-5

NORME EUROPÉENNE

EUROPÄISCHE NORM

November 2009

ICS 53.060

Supersedes EN 1459:1998, EN 1726-1:1998, EN 1757-1:2001, EN 1757-2:2001, EN 1757-4:2003

English Version

Industrial trucks - Safety requirements and verification - Part 5: Pedestrian-propelled trucks (ISO 3691-5:2009)

Chariots de manutention - Exigences de sécurité et
vérification - Partie 5: Chariots à conducteur accompagnant
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Flurförderzeuge - Sicherheitstechnische Anforderungen
und Verifizierung - Teil 5: Mitgängerbetriebene
Flurförderzeuge (ISO 3691-5:2009)

This European Standard was approved by CEN on 19 September 2009.

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 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 Management Centre has the same status as the official versions.

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COMITÉ EUROPÉEN DE NORMALISATION
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Foreword

This document (EN ISO 3691-5:2009) 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 May 2010, and conflicting national standards shall be withdrawn at the latest by May 2010.

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 1726-1:1998, EN 1757-1:2001, EN 1757-2:2001, EN 1757-4:2003, EN 1459:1998.

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 Directives.

For relationship with EU Directives, see informative Annex ZA and ZB, which are integral parts 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, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden, Switzerland and the United Kingdom.

Endorsement notice

The text of ISO 3691-5:2009 has been approved by CEN as a EN ISO 3691-5:2009 without any modification.

Annex ZA (informative)

Relationship between this European Standard and the Essential Requirements of EU Directive 98/37/EC, amended by Directive 98/79/EC

This European Standard has been prepared under a mandate given to CEN by the European Commission and the European Free Trade Association to provide a means of conforming to Essential Requirements of the New Approach Machinery Directive 98/37/EC, amended by 98/79 EC.

Once this standard is cited in the Official Journal of the European Union under that Directive and has been implemented as a national standard in at least one Member State, compliance with the normative clauses of this standard 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.

WARNING — Other requirements and other EU Directives may be applicable to the product(s) falling within the scope of this standard.

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Annex ZB (informative)

Relationship between this European Standard and the Essential Requirements of EU Directive 2006/42/EC

This European Standard has been prepared under a mandate given to CEN by the European Commission and the European Free Trade Association to provide a means of conforming to Essential Requirements of the New Approach Machinery Directive 2006/42/EC.

Once this standard is cited in the Official Journal of the European Union under that Directive and has been implemented as a national standard in at least one Member State, compliance with the normative clauses of this standard 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.

WARNING — Other requirements and other EU Directives may be applicable to the product(s) falling within the scope of this standard.

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INTERNATIONAL STANDARD

ISO
3691-5

First edition
2009-11-15

Industrial trucks — Safety requirements and verification —

Part 5: Pedestrian-propelled trucks

Chariots de manutention — Exigences de sécurité et vérification —

Partie 5: Chariots à conducteur accompagnant

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ISO 3691-5:2009(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.

International Standards are drafted in accordance with the rules given in the ISO/IEC Directives, Part 2.

The main task of technical committees is to prepare International Standards. Draft International Standards adopted by the technical committees are circulated to the member bodies for voting. Publication as an International Standard requires approval by at least 75 % of the member bodies casting a vote.

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.

ISO 3691-5 was prepared by Technical Committee ISO/TC 110, *Industrial trucks*, Subcommittee SC 2, *Safety of powered industrial trucks*.

This first edition of ISO 3691-5, together with ISO 3691-1, ISO 3691-2, ISO 3691-3, ISO 3691-4, 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, variable-reach 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 4: Driverless industrial trucks and their systems*
- *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]

Introduction

General

This document 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 document.

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 of standards covers safety requirements and their verification for industrial trucks as defined in ISO 5053.

For the purposes of the ISO 3691 series of standards, industrial trucks are wheeled, self-propelled or manually driven vehicles, except for those running on rails. They are operator-controlled and are designed to carry, tow, push, lift, stack or tier in racks.

Structure

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An important step forward in the work on the ISO 3691 series of standards 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.