



**SLOVENSKI STANDARD**  
**SIST EN 1846-2:2002/A1:2005**  
**01-februar-2005**

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**Gasilska in reševalna vozila – 2. del. Splošne zahteve – Varnost in obnašanje v uporabi**

Firefighting and rescue service vehicles - Part 2: Common requirements - Safety and performance

Feuerwehrfahrzeuge - Teil 2: Allgemeine Anforderungen - Sicherheit und Leistung

Véhicules des services de secours et de lutte contre l'incendie - Partie 2 : Spécifications communes - Sécurité et performances

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**Ta slovenski standard je istoveten z: EN 1846-2:2001/A1:2004**

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**ICS:**

13.220.10	Gašenje požara	Fire-fighting
43.160	Vozila za posebne namene	Special purpose vehicles

**SIST EN 1846-2:2002/A1:2005**                      **en**

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EUROPEAN STANDARD  
NORME EUROPÉENNE  
EUROPÄISCHE NORM

**EN 1846-2:2001/A1**

November 2004

ICS 13.220.10

English version

## Firefighting and rescue service vehicles - Part 2: Common requirements - Safety and performance

Véhicules des services de secours et de lutte contre l'incendie - Partie 2 : Spécifications communes - Sécurité et performances

Feuerwehrfahrzeuge - Teil 2: Allgemeine Anforderungen - Sicherheit und Leistung

This amendment A1 modifies the European Standard EN 1846-2:2001; it was approved by CEN on 14 October 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.

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

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**EN 1846-2:2001/A1:2004 (E)****Foreword**

This document (EN 1846-2:2001/A1:2004) has been prepared by Technical Committee CEN/TC 192 “Fire service equipment”, the secretariat of which is held by BSI.

This Amendment to the European Standard EN 1846-2:2001/A1:2004 shall be given the status of a national standard, either by publication of an identical text or by endorsement, at the latest by May 2005, and conflicting national standards shall be withdrawn at the latest by May 2005.

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

For relationship with this EU Directive, see informative Annex ZA of EN 1846-2:2001.

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.

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**Clause 5****5.2.1.1 Geometric dimensions**

Amend in Table 6 the dimensions for ground clearance under axle,  $h$ , and add a Table footnote (4) as follows:

**Table 6 - Geometric dimensions**

Mass class (see EN 1846-1:1998)	L (Light) $2\text{ t} < \text{GLM} \leq 7,5\text{ t}$			M (Medium) $7,5\text{ t} < \text{GLM} \leq 14\text{ t}$			S (Super) $\text{GLM} > 14\text{ t}$		
	1 (urban)	2 (rural)	3 (all terrain)	1 (urban)	2 (rural)	3 (all terrain)	1 (urban)	2 (rural)	3 (all terrain)
$h$ (m)	$\geq 0,14^{1)}$	$\geq 0,18$	$\geq 0,20$	$\geq 0,15^{4)}$	$\geq 0,23^{4)}$	$\geq 0,30$	$\geq 0,16$	$\geq 0,25$	$\geq 0,30$
4) The final exhaust pipe(s) after the silencer may extend into the ground clearance area.									

**5.2.1.2 Dynamic performances**

Amend in Table 7 the dimensions for turning circle between walls,  $D$ , and add a Table footnote (2) as follows:

**Table 7 — Dynamic performances**

Mass class (see EN 1846-1:1998)	L (Light) $2\text{ t} < \text{GLM} \leq 7,5\text{ t}$			M (Medium) $7,5\text{ t} < \text{GLM} \leq 14\text{ t}$			S (Super) $\text{GLM} > 14\text{ t}$		
	1 (urban)	2 (rural)	3 (all terrain)	1 (urban)	2 (rural)	3 (all terrain)	1 (urban)	2 (rural)	3 (all terrain)
$D$ (m)	$\leq 15^{1)}$	$\leq 16$	$\leq 16$	$\leq 17$	$\leq 18$	$\leq 18$	$\leq 19^{2)}$	$\leq 19^{2)}$	$\leq 21^{2)}$
2) Vehicles with more than two axles shall have their turning circle agreed between the manufacturer and the user.									

**Clause 6**

Amend the note in the introductory text of Clause 6 (3<sup>rd</sup> paragraph) as follows:

NOTE In principle, data such as specifications and test results, received from the manufacture of components may be used as elements for the verification.

Add the following paragraph in the introductory text of Clause 6 (last paragraph):

As the requirements of Clause 5 are essentially for the design of the vehicle, the verification requirements below are intended for the verification of the compliance of the "type", in case of series manufacture in practice a vehicle representative for the series (complementarily it is the responsibility of the manufacturer to ensure the conformity of each individual vehicle to the type).

**EN 1846-2:2001/A1:2004 (E)****6.1.2.2.6 Floor surfaces**

*Replace the text by the following:*

By visual inspection.

**6.1.2.3.3 Access to and strength of the roof, working platforms and other ground level operating positions**

*Replace the text by the following:*

- Strength of the roof: by testing as described in 5.1.2.3.3. There shall be no visual permanent deformation.
- Means of access to the roof: by visual inspection.
- Surface of steps and walking areas or working platforms: by visual inspection.
- Width of walking areas and dimensions of access ladders and similar means: by measurement.
- Rails at the roof: by visual inspection and measurement.

**6.2.5.2 Surface treatment**

*Replace the text by the following:*

By verification based on the information and treatment instructions received from the treatment supplier(s).

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**Annex D****D.1**

*Replace the text by the following:*

**D.1** Before carrying out the verification procedures, the vehicle shall be clearly identified (class, category and designation according to EN 1846-1:1998, reference(s) to the chassis,...).

**D.5**

*Delete D.5 (see new informative Annex H).*

**D.8**

*Delete D.8 (see new informative Annex H).*

**New annex**

*New additional Annex H.*

## Annex H (informative)

### Conformity assessment

**H.1** This document contains, in Clause 6 and Annex D, the conditions for the evaluation of conformity of any single product to the standard. However, in order to make an assessment of conformity of a full range of products coming off a production line, a type-testing is needed. This system is independent from the strict evaluation of conformity of a single product, and may be required either by legislation or regulations, or by contractual agreements.

**H.2** CEN/TC 192 is of the opinion that the following considerations should be taken into account concerning the assessment of a range of products to this standard.

**H.3** Type testing verification is only carried out on one vehicle of a series.

The exact values determined by testing or calculation are relevant to the tested vehicle. The manufacturer should use these values as a reference to state the conformity of other vehicles of that type.

**H.4** Conformity or non-conformity with each safety or performance requirement should be recorded in writing.

**H.5** Test results received from suppliers of components or sub-assemblies (e.g. the chassis) or results of tests carried out for similar aspects on other types can be used as elements for the verification of conformity of a vehicle to the standard. The manufacturer shall evaluate if these results are reliable and representative.

**H.6** In case of modifications of a type, the verification results on the original type can be used without new verification, if evidence can be given that the modification(s) are of such a nature that the results of new verification would be better than the results with the original type. This applies also in case of subsequent modifications.