



SLOVENSKI STANDARD

SIST EN 1846-2:2010

01-februar-2010

BUXca Yý U

SIST EN 1846-2:2002

SIST EN 1846-2:2002/A1:2005

SIST EN 1846-2:2002/A2:2006

SIST EN 1846-2:2002/AC:2007

SIST EN 1846-2:2002/kprA3:2009

SIST EN 1846-2:2002+A3:2009

Gasilska in reševalna vozila - 2. del: Splošne zahteve - Varnost in obnašanje pri uporabi

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

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Feuerwehrfahrzeuge - Teil 2: Allgemeine Anforderungen - Sicherheit und Leistung

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

Ta slovenski standard je istoveten z: EN 1846-2:2009

ICS:

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

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en,fr,de

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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 : Prescriptions communes - Sécurité et
performances

Feuerwehrfahrzeuge - Teil 2: Allgemeine Anforderungen -
Sicherheit und Leistung

This European Standard was approved by CEN on 3 July 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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EUROPEAN COMMITTEE FOR STANDARDIZATION
COMITÉ EUROPÉEN DE NORMALISATION
EUROPÄISCHES KOMITEE FÜR NORMUNG

Management Centre: Avenue Marnix 17, B-1000 Brussels

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Foreword

This document (EN 1846-2:2009) has been prepared by Technical Committee CEN/TC 192 "Fire service equipment", 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 February 2010, and conflicting national standards shall be withdrawn at the latest by February 2011.

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 1846-2:2001.

This European Standard contains requirements common to fire fighting and rescue vehicles. Additional requirements are given for specific types of fire fighting and rescue vehicles in EN 1777, EN 14043 and EN 14044. These additional requirements supplement or modify the requirements of this European Standard. Compliance with the requirements of EN 1777, EN 14043 or EN 14044 and this European Standard is required to achieve conformity with the essential health and safety requirements of the Directives concerned.

Additional requirements may be necessary for vehicles operating outside the limits of this European Standard e.g. the operating temperature range specified in the scope, fires in the natural environment and flooding. These additional requirements should be agreed between the vehicle manufacturer and the user. Such requirements are outside the scope of this European Standard and compliance with this European Standard will not give conformity with the essential health and safety requirements of the Directives concerned for the related hazards.

Following a request from CEN/TC 192, CEN has agreed to defer the date of withdrawal of EN 1846-2 and its amendments for a transitional period of 18 months.

EN 1846 "Firefighting and rescue service vehicles" is composed of three parts:

- Part 1: *Nomenclature and designation*;
- Part 2: *Common requirements - Safety and performance*;
- Part 3: *Permanently installed equipment - Safety and performance*.

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 EC Directives 98/37/EC and 2006/42/EC.

For relationship with EC Directives 98/37/EC and 2006/42/EC, see informative Annexes ZA and ZB, which are integral parts of this document.

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.

Introduction

This European Standard has been prepared as a harmonised standard to provide one means of conformity with the essential safety requirements of the Machinery Directive and associated EFTA Regulations.

This European Standard is a type C standard as stated in EN ISO 12100.

The machinery concerned and the extent to which hazards, hazardous situations and events are covered are indicated in the scope of this part of this European Standard.

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

This European Standard also deals with the performance requirements which are common to all firefighting and rescue service vehicles as defined in the scope.

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1 Scope

1.1 This European Standard specifies the common requirements for safety and the (minimum) common performance requirements of firefighting and rescue service vehicles as designated in EN 1846-1.

NOTE 1 Categories and mass classes of these vehicles are given in EN 1846-1.

When drafting this European Standard it has been assumed that the finished standard automotive chassis (or the chassis designed in accordance with the same principles) that is the basis for the firefighting or rescue vehicle, offers an acceptable safety level for its basic transport functions within the limits specified by the manufacturer. Therefore, this European Standard does not formulate requirements for this chassis.

This European Standard deals with all significant hazards, hazardous situations and events relevant to firefighting and rescue service vehicles, when they are used as intended and under the conditions of misuse which are reasonably foreseeable by the manufacturer (see Clause 4).

Complementary specific requirements for aerial appliances are the subject of the following European Standards:

- EN 1777: Hydraulic platforms (HPs) for fire fighting and rescue services,
- EN 14043: Turntable ladders with combined movements,
- EN 14044: Turntable ladders with sequential movements.

These specific requirements may supplement or modify the requirements of this document and they take precedence over the corresponding requirements of this document.

NOTE 2 Additional regulations, not dealt with in this document, may apply in relation with the use of the vehicles on public roads.

This European Standard deals with firefighting and rescue vehicles intended for use in a temperature range from – 15 °C to + 35 °C.

NOTE 3 In the case of utilisation outside this temperature range, additional measures may be necessary as agreed between the manufacturer and the user. Such requirements are outside the scope of this European Standard.

1.2 This European Standard does not deal with the following types of fire-fighting or rescue vehicles or equipment:

- vehicles designed exclusively for carrying personnel;
- vehicles with a gross laden mass not exceeding 3 t;
- boats;
- aircraft;
- railway vehicles;
- ambulances (see EN 1789);
- provisions for removable equipment driven by PTO;
- airport vehicles in the scope of the recommendations of the International Civil Aviation Organisation (ICAO).

1.3 This European Standard deals with the technical requirements to minimise the hazards listed in Clause 4 which can arise during operational use, routine checking and maintenance of firefighting and rescue service vehicles when carried out in accordance with the specifications given by the manufacturer or his authorised representative.

EN 1846-2:2009 (E)

It does not cover the hazards generated by:

- non-permanently installed equipment i.e. portable equipment carried on the vehicle;
- use in potentially explosive atmospheres;
- commissioning and decommissioning;
- electromagnetic compatibility.

Additional measures not dealt with in this European Standard may be necessary for specific use (e.g. fire in natural environment, flooding, etc.).

1.4 This European Standard is not applicable to machines that are manufactured before its date of publication as a European Standard.

2 Normative references

The following referenced documents are indispensable for the application of this document. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

EN 659, *Protective gloves for firefighters*

EN 953, *Safety of machinery – Guards - General requirements for the design and construction of fixed and movable guards*

EN 981, *Safety of machinery – System of auditory and visual danger and information signals*

EN 1846-1:1998, *Firefighting and rescue service vehicles – Part 1: Nomenclature and designation*

EN 60204-1:2006, *Safety of machinery – Electrical equipment of machines – Part 1: General requirements (IEC 60204-1:2005, modified)*

FprCEN/TS 15989¹, *Firefighting vehicles and equipment – Symbols for operator controls and other displays*

EN ISO 3744:1995, *Acoustics – Determination of sound power levels of noise sources using sound pressure–Engineering method in an essentially free field over a reflecting plane (ISO 3744:1994)*

EN ISO 4871, *Acoustics – Declaration and verification of noise emission values of machinery and equipment (ISO 4871:1996)*

EN ISO 5353, *Earth moving machinery, and tractors and machinery for agriculture and forestry – Seat index point (ISO 5353:1995)*

EN ISO 11201, *Acoustics – Noise emitted by machinery and equipment – Measurement of emission sound pressure levels at a work station and at other specified positions – Engineering method in an essentially free field over a reflecting plane (ISO 11201:1995)*

EN ISO 12100-1:2003, *Safety of machinery – Basic concepts, general principles for design – Part 1: Basic terminology, methodology (ISO 12100-1:2003)*

EN ISO 12100-2:2003, *Safety of machinery – Basic concepts, general principles for design – Part 2: Technical principles (ISO 12100-2:2003)*

EN ISO 13849-1, *Safety of machinery – Safety-related parts of control systems – Part 1: General principles for design (ISO 13849-1:2006)*

¹ In preparation.

EN ISO 13857, *Safety of machinery – Safety distances to prevent hazard zones being reached by upper and lower limbs (ISO 13857:2008)*

EN ISO 14121-1:2007, *Safety of machinery – Risk assessment – Part 1: Principles (ISO 14121-1:2007)*

ISO 3864-1:2002, *Graphical symbols - Safety colours and safety signs – Part 1. Design principles for safety signs in workplaces and public areas*

IEC 60364-7-717, *Electrical installations of buildings – Part 7-717: Requirements for special installations or locations; Mobile or transportable units*

3 Terms and definitions, symbols and abbreviated terms

For the purposes of this document, the terms and definitions given in EN ISO 12100-1:2003 and EN 1846-1:1998 and the following apply.

3.1

unladen mass

mass of the vehicle, including the driver (75 kg) and all items needed to operate the vehicle including a full capacity of cooling water, fuel and oil and all permanently installed equipment, but excluding the spare wheel and extinguishing agents

3.2

gross laden mass

GLM

unladen vehicle mass as defined in 3.1, plus the mass of the remainder of the crew, calculated as 90 kg for each crew member and his personal equipment, and additional 15 kg for the driver's personal equipment for which the vehicle is designed and the mass of the extinguishing agents and other equipment to be carried

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3.3

permissible total laden mass

PTLM

maximum permitted gross laden mass as declared by the chassis manufacturer

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NOTE See European Directive 70/156/EEC.

3.4

approach angle

α
angle between the horizontal ground contact plane and the plane tangent to the tyres of the front wheels, such that no rigid part ahead of the first axle of the vehicle is located between these planes, measured when the vehicle is at its gross laden mass

NOTE See Figure 1

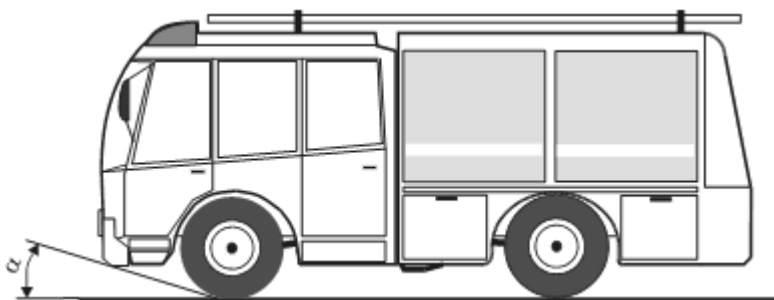


Figure 1

EN 1846-2:2009 (E)

3.5 departure angle

 β

angle between the horizontal ground contact plane and the plane tangent to the tyres of the rearmost wheels such that no rigid part of the vehicle behind the last axle is between these planes, measured when the vehicle is at its gross laden mass

NOTE See Figure 2

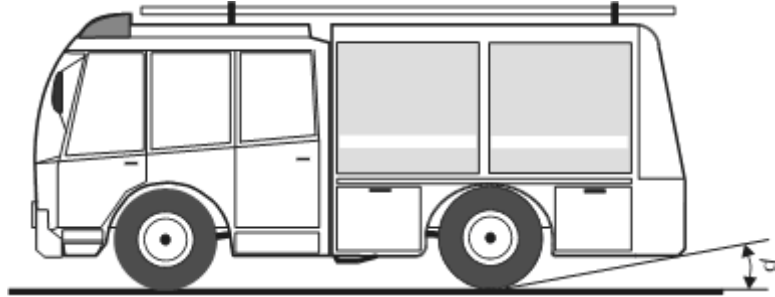


Figure 2

3.6 angle of slope

 γ

smallest angle measured, when the vehicle is at its gross laden mass, between two planes tangential to the innermost front and rear tyres which intersect at the lowest rigid point or surface of the underside of the vehicle between these tyres

NOTE 1 See Figure 3

NOTE 2 This angle defines the largest ramp over which the vehicle can pass.

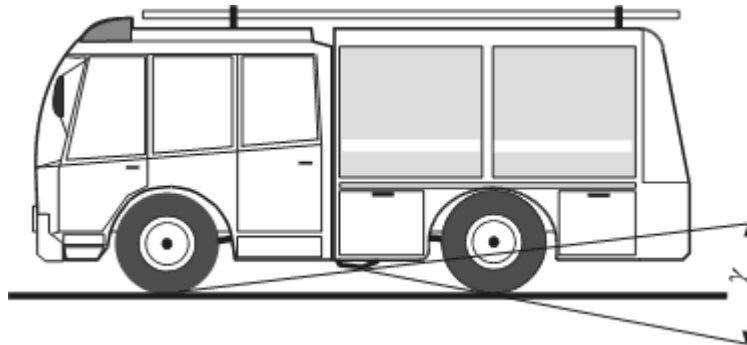


Figure 3

3.7 ground clearance

 d

distance between the horizontal ground contact plane and the lowest fixed point on the vehicle, other than the axles, measured when the vehicle is at its gross laden mass

NOTE 1 See Figure 4

NOTE 2 Multiple axle sets are considered as a single axle.

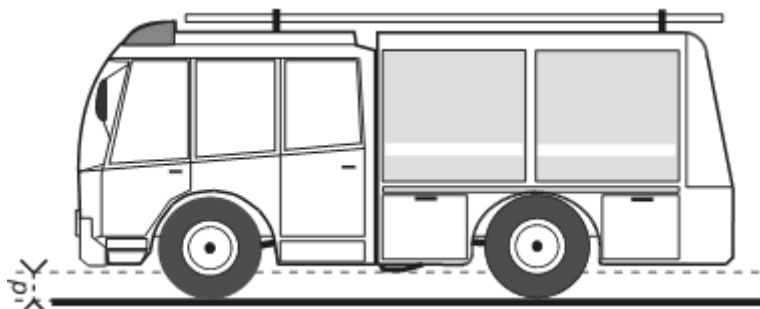


Figure 4

3.8 ground clearance under axle

h

distance determined by the highest part of a quadrilateral having its base as the ground contact plane between the innermost wheels on an axle and its upper plane as the lowest rigid part of the vehicle falling between the wheels and within 0,3 m of both sides of the vehicle centre line, measured when the vehicle is at its gross laden mass

NOTE See Figure 5

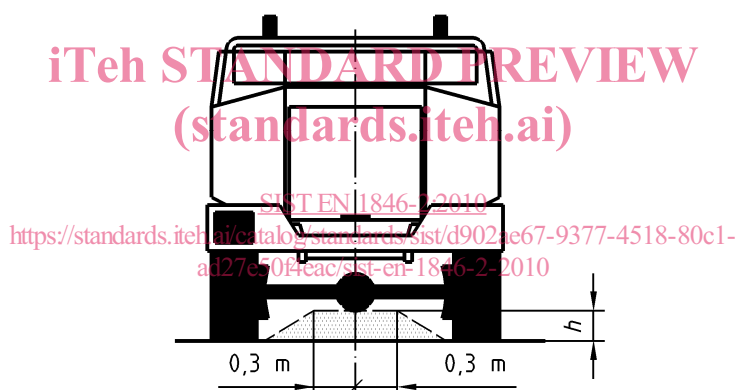


Figure 5

3.9 cross-axle capability

c

ability of the vehicle to remain functional and with no unintended interference between the various components of the vehicle including cabin and bodywork, when driven onto two blocks of specified height c simultaneously disposed diagonally on a horizontal plane, measured when the vehicle is at its gross laden mass

3.10 turning circle between walls

D

diameter of the smallest imaginary cylinder within which the vehicle can turn at maximum steering lock

NOTE See Figure 6

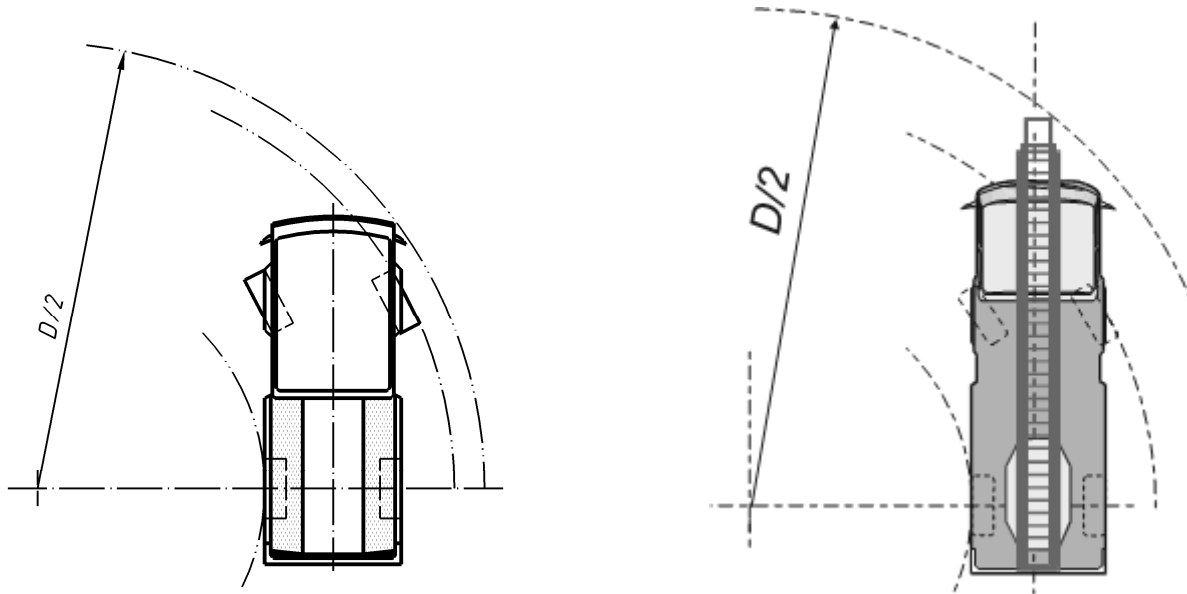


Figure 6

3.11 static tilt angle

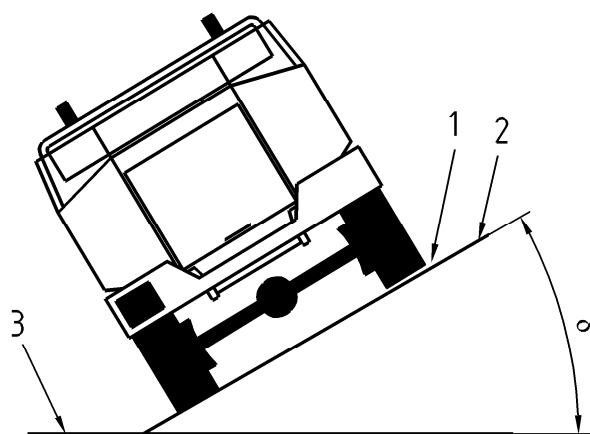
 δ

angle between the horizontal and ground contact planes at which the vehicle when tilted along its longitudinal axis undergoes loss of stability

3.12 loss of stability

point at which the final upslope wheel loses contact with the ground contact plane, at the gross laden mass of the vehicle

NOTE See Figure 7



Key

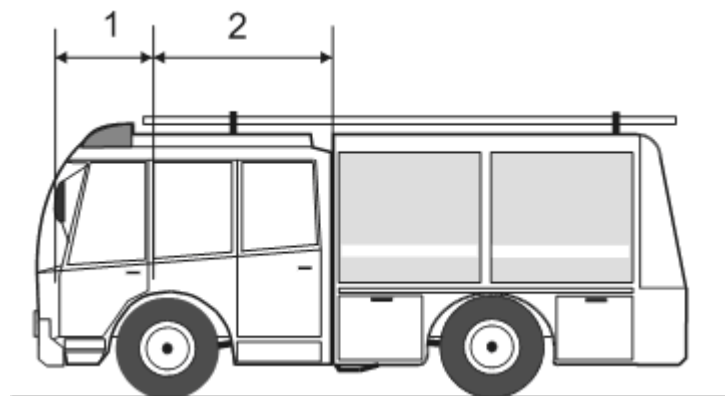
- 1 Loss of contact
- 2 Ground contact plane
- 3 Horizontal plane

Figure 7

3.13**cabin**

driver's cab and crew compartment

NOTE See Figure 8

**Key**

- 1 Driver's cab, including the first range of seats
- 2 Crew compartment, separate or not

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 Figure 8

3.14**operating position**

position at which firefighters are located to operate firefighting or rescue equipment permanently installed on the vehicle

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3.15**working platform**

operating position above the ground level

3.16**gradient capability***P*

ability of a vehicle at its gross laden mass (GLM) to start and stop on and to ascend or descend a slope

4 List of significant hazards

This clause contains all the significant hazards, hazardous situations and events, as far as they are dealt with in this European Standard, identified by risk assessment as significant for this type of machinery and which require action to eliminate or reduce the risk (see Table 1).

Table 1 — List of hazards

Reference in EN ISO 14121-1:2007	Situation/area	Clause reference in this standard
1 Mechanical hazards		
Crushing	Unintended movement of the vehicle	5.1.1.4
	Falling of tilting cabin	5.1.2.2.1
	Reversing of vehicle	5.1.1.8
	Rolling over of vehicle	5.1.1.2
	Forward movement of load/body work	5.1.2.2.2 5.1.2.2.3
Shearing	Injury from horizontally moving load carriers	5.1.2.4.2
Cutting or severing	Sharp edges of body and fixed equipment	5.1.2.1
	Unprotected sharp objects in the cabin	5.1.2.2.2
Entanglement	Exposed PTO/transmission	5.1.1.5
Drawing in or trapping □	Movement of the vehicle with doors lockers equipment etc., outside the body perimeter	5.1.2.1
Impact	Movement of crew at sudden stopping of vehicle	5.1.2.2.2
		5.1.2.2.3
		5.1.2.2.4
	Movement of equipment at sudden stopping of vehicle	5.1.1.1 5.1.2.2.2 5.1.2.2.3
Loss of stability	Overturning of vehicle	5.1.1.1
		5.1.1.2
		5.1.1.6
	Loss of lateral stability during braking	5.1.1.2
		5.1.1.3.1 5.1.1.6
Loss of stability due to unadapted tyres pressure	5.1.1.2 5.1.1.7	
Slip, trip, fall	Falling from/through roof and working platforms	5.1.2.3.4
		5.1.2.3.5
	Injury from leaving/entering crew compartment	5.1.2.3.2 5.1.2.2.6
	Leaving/entering the cabin	5.1.3.3 5.1.2.2.6
	Tripping in area of the operating positions	5.1.2.1 5.1.3.3

(continued)

Table 1 — List of hazards (continued)

Reference in EN ISO 14121-1:2007	Situation/area	Clause reference in this standard	
2 Electrical hazards			
Contact of persons with live parts (direct contact)	Connection of external power supply to vehicle	5.1.3.1 5.1.4.3	
Contact of persons with live parts (indirect contact)	Electrical equipment	5.1.3.1	
3 Thermal hazards			
Burns and scalds	Exposed exhaust systems	5.1.1.1	
4 Noise hazard			
Hearing loss	Noise at operating position	5.1.5	
Interference with speech	Speech and acoustic signals not audible at operating position	5.1.5	
7 Materials and substances hazards			
Fluids, gases, mists, fumes and dusts	Inhalation of exhaust gases	5.1.1.1	
	Loss of acids from batteries	5.1.3.2	
	Contact with harmful fluids and fumes	5.1.2.4.1	
8 Ergonomic hazards			
Unhealthy postures, excessive efforts	Bad access to vehicle (crew compartment, equipment, roof.)	5.1.2.3 5.1.2.3.3 5.1.2.4.2	
Human anatomy	Access and location of operating and seating positions	5.1.2.2.7 5.1.2.3.4 5.1.2.5	
Area lighting	Tripping in area of the operating positions/ equipment lockers	5.1.4.4 5.1.3.3	
Human error	Incorrect operations	5.1.4.3 6.2	
Inadequate design, location or identification of manual controls	Lack of information or confusion at the operating position	5.1.4	
10 Combination of hazards			
Failure of energy	Falling of cabin during tilting	5.1.2.2.1	
	Mechanical damage for category 3 as defined in EN 1846-1	5.1.1.1	
Failure of control system	Unintentional moving of vehicle when PTO is in operation or other unintended movement	5.1.1.5 5.1.4.3	
	Remote control	5.1.4.2	
Errors of fitting	Incorrect electric connection HI/LO (voltage - polarity)	5.1.3.1	
Overturn, loss of stability	Loss of longitudinal and lateral stability (category 3 as defined in EN 1846-1)	5.1.1.2 5.1.1.3	
	Loss of latitudinal stability of all vehicles (roll over)	5.1.1.2 6.2	
	Loss of lateral control of the vehicle		5.1.1.3 5.1.1.6
Missing and/or incorrectly positioned safety related measures/means	Absence of safety measures for operational use	5.1.6 5.1.7 6.2	

(continued)