



# SLOVENSKI STANDARD SIST EN ISO 11102-2:2009

01-maj-2009

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SIST EN ISO 11102-2:2000

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Reciprocating internal combustion engines - Handle starting equipment - Part 2: Method of testing the angle of disengagement (ISO 11102-2:1997)

Hubkolben-Verbrennungsmotoren - Handkurbel-Starteinrichtungen - Teil 2: Verfahren zur Messung des Aulösewinkels (ISO 11102-2:1997)

Moteurs alternatifs à combustion interne - Dispositifs de démarrage à la manivelle - Partie 2: Méthode d'essai de l'angle de désengagement (ISO 11102-2:1997)

Ta slovenski standard je istoveten z: EN ISO 11102-2:2009

**ICS:**

27.020	Motorji z notranjim zgorevanjem	Internal combustion engines
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SIST EN ISO 11102-2:2009	en
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EUROPEAN STANDARD  
NORME EUROPÉENNE  
EUROPÄISCHE NORM

**EN ISO 11102-2**

February 2009

ICS 27.020

Supersedes EN ISO 11102-2:1997

English Version

**Reciprocating internal combustion engines - Handle starting  
equipment - Part 2: Method of testing the angle of  
disengagement (ISO 11102-2:1997)**

Moteurs alternatifs à combustion interne - Dispositifs de  
démarrage à la manivelle - Partie 2: Méthode d'essai de  
l'angle de désengagement (ISO 11102-2:1997)

Hubkolben-Verbrennungsmotoren - Handkurbel-  
Starteinrichtungen - Teil 2: Verfahren zur Messung des  
Aulösewinkels (ISO 11102-2:1997)

This European Standard was approved by CEN on 26 January 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.

CEN members are the national standards bodies of 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 United Kingdom.

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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

The text of ISO 11102-2:1997 has been prepared by Technical Committee ISO/TC 70 "Internal combustion engines" of the International Organization for Standardization (ISO) and has been taken over as EN ISO 11102-2:2009 by Technical Committee CEN/TC 270 "Internal combustion engines" 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 August 2009, and conflicting national standards shall be withdrawn at the latest by December 2009.

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 ISO 11102-2:1997.

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.

For relationship with EC Directives, see informative Annex ZA and ZB, which are 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, 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 11102-2:1997 has been approved by CEN as a EN ISO 11102-2:2009 without any modification.

## Annex ZA (informative)

### Relationship between this European Standard and the Essential Requirements of EU Directive 98/37/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 Directive 98/37/EC on machinery.

Once this standard is cited in the Official Journal of the European Communities 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 relevant 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 Directive 2006/42/EC on machinery.

Once this standard is cited in the Official Journal of the European Communities 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 relevant Essential Requirements of that Directive and associated EFTA regulations.

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INTERNATIONAL  
STANDARD

ISO  
11102-2

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1997-10-01

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**Reciprocating internal combustion  
engines — Handle starting equipment —  
Part 2:  
Method of testing the angle of disengagement**

*Moteurs alternatifs à combustion interne — Dispositifs de démarrage à la  
manivelle*

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*Partie 2: Méthode d'essai de l'angle de désengagement*

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