



SLOVENSKI STANDARD
kSIST FprEN 16307-5:2012
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Vozila za talni transport - Varnostne zahteve in preverjanje - 5. del: Dodatne zahteve za vozila, ki jih poganja pešec

Industrial trucks - Safety requirements and verification - Part 5: Supplementary requirements for pedestrian-propelled trucks

Flurförderzeuge - Sicherheitstechnische Anforderungen und Verifizierung - Teil 5: Zusätzliche Anforderungen für Fußgängergeführte Flurförderzeuge

Chariots de manutention - Exigences de sécurité et vérification - Partie 5: Exigences supplémentaires pour les chariots à conducteur accompagnant

Ta slovenski standard je istoveten z: FprEN 16307-5

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ICS:

53.060 Industrijski tovornjaki Industrial trucks

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Industrial trucks - Safety requirements and verification - Part 5: Supplementary requirements for pedestrian-propelled trucks

Chariots de manutention - Exigences de sécurité et
vérification - Partie 5: Exigences supplémentaires pour les
chariots à conducteur accompagnant

Flurförderzeuge - Sicherheitstechnische Anforderungen
und Verifizierung - Teil 5: Zusätzliche Anforderungen für
Füßgängergeführte Flurförderzeuge

This draft European Standard is submitted to CEN members for unique acceptance procedure. It has been drawn up by the Technical Committee CEN/TC 150.

If this draft becomes a European Standard, 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.

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Recipients of this draft are invited to submit, with their comments, notification of any relevant patent rights of which they are aware and to provide supporting documentation.

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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 (FprEN 16307-5:2012) has been prepared by Technical Committee CEN/TC 150 "Industrial trucks - Safety", the secretariat of which is held by BSI.

This document is currently submitted to the Unique Acceptance Procedure.

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.

EN 16307 consists of the following parts:

- FprEN 16307-1, *Industrial trucks — Safety requirements and verification — Part 1: Supplementary requirements for self-propelled industrial trucks, other than driverless trucks, variable-reach trucks and burden-carrier trucks*;
- prEN 16307-2, *Industrial trucks — Safety requirements and verification — Part 2: Supplementary requirements for self-propelled variable-reach trucks*;
- prEN 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* (additional requirements to EN 16307-1) (in preparation);
- prEN 16307-4, *Industrial trucks — Safety requirements and verification — Part 4: Supplementary requirements for driverless industrial trucks and their systems*;
- FprEN 16307-5, *Industrial trucks — Safety requirements and verification — Part 5: Supplementary requirements for pedestrian-propelled trucks* (the present document);
- prEN 16307-6, *Industrial trucks — Safety requirements and verification — Part 6: Supplementary requirements for burden and personnel carriers*.

This document is based on ISO/TS 3691-7, *Industrial trucks — Safety requirements and verification — Part 7: Regional requirements for countries within the European Community*, and is limited to self propelled industrial trucks.

This document is to be used with EN ISO 3691-5, *Industrial trucks — Safety requirements and verification — Part 5: Pedestrian-propelled trucks* (ISO 3691-5).

FprEN 16307-5:2012 (E)**0 Introduction****0.1 General**

This document is a type-C standard as stated in EN ISO 12100.

The machines 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 EN 16307 series of standards covers safety requirements and their verification for industrial trucks, as defined in ISO 5053, that are not covered exhaustively by EN ISO 3691 series.

0.2 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 instructions will need to draw the user's attention to ways shown by experience in which the machinery ought not be used.

This part of EN 16307 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 EN ISO 12100.