



SLOVENSKI STANDARD
SIST EN 1846-2:2010/kFprA1:2012
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Gasilska in reševalna vozila - 2. del: Splošne zahteve - Varnost in obnašanje pri 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: Prescriptions communes - Sécurité et performance

Ta slovenski standard je istoveten z: EN 1846-2:2009/FprA1

ICS:

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

SIST EN 1846-2:2010/kFprA1:2012 **en,fr,de**

EUROPEAN STANDARD
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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: Prescriptions communes - Sécurité et performance

Feuerwehrfahrzeuge - Teil 2: Allgemeine Anforderungen - Sicherheit und Leistung

This draft amendment is submitted to CEN members for unique acceptance procedure. It has been drawn up by the Technical Committee CEN/TC 192.

This draft amendment A1, if approved, will modify the European Standard EN 1846-2:2009. If this draft becomes an amendment, 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.

This draft amendment was established by CEN 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-CENELEC Management Centre has the same status as the official versions.

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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

EN 1846-2:2009/FprA1:2012 (E)

Foreword

This document (EN 1846-2:2009/FprA1:2012) has been prepared by Technical Committee CEN/TC 192 “Fire service equipment”, 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.

1 Modification to the Foreword

Replace the 9th and 10th paragraphs with the following:

"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."

2 Modification to Clause 4, Table 1

In Table 1, under "3 Thermal hazards", replace

3 Thermal hazards		
"Burns and scalds	Exposed exhaust systems	5.1.1.1"

with

3 Thermal hazards		
"Burns	Exposed exhaust systems	5.1.1.1
	Ignition of fuel	6.2"

3 Modification to 5.1.1.1

In the 7th paragraph, add the following second sentence:

"When this requirement cannot be fulfilled, a warning sign shall be placed close to the hot parts and a warning advice shall be included in the instruction handbook."

4 Modification to 5.1.1.2

Add the following note after the 2nd paragraph:

"NOTE EN 1777 gives static tilt angles values for hydraulic platforms; EN 14043 and EN 14044 give static tilt angles values for turntable ladders."

EN 1846-2:2009/FprA1:2012 (E)**5 Modification to 5.1.2.2.1**

Replace the existing text of the verification of the 7th paragraph with the following:

"Verification:

By visual and/or functional verification.

For protective structures, verification is by functional test or by calculation.

NOTE Procedures for assessing the conformity of ROPS are given in Article 12 (3) of the European Directive 2006/42/EC related to machines."

6 Modification to 5.1.2.2.5

Replace the existing text with the following:

"Doors shall be provided on both sides of the vehicle.

At least one door shall be provided on each lateral side of the vehicle.

For each separate crew space, there shall be at least two independent means of access and egress. One of these two means may be an emergency exit of minimum dimensions 500 mm x 700 mm, located on a different side from the normal door. It shall be possible for a cylinder having a diameter of 490 mm and a length of 750 mm to pass through an emergency exit from each crew space to the outside.

Accidental opening of doors by unintended action shall be prevented.

Doors of crew compartments shall provide at least the same level of protection as the minimum required for the driver's cab.

NOTE European Directive 70/387/EEC deals with side hinged doors.

Verification:

By visual inspection, test and measurement as appropriate."

7 Modification to 5.1.2.3.2

Replace Table 4 with the following:

"

Table 4 — Step access to crew compartments or other means of access in the form of steps

Description	Values of Figure 10	
	Horizontal distance (c_1 , c_2 , etc.) between the step nose of two consecutive steps	≤ 150 mm
Height of first step from the ground level (d): - category 1 (urban) - categories 2 and 3 (rural and all terrain) ^a	≤ 550 mm ≤ 600 mm ^a	
Height (b) between steps (all categories) If there are two or more vehicle mounted steps the height (b_1 , b_2) between adjacent steps shall differ as little as possible and in no case exceed 150 mm. These dimensions also apply to the height of the 1 st step or rung when access is other than from ground level.	≤ 400 mm	≤ 450 mm
Depth of foot space (a_1 , a_2 , etc)	≥ 150 mm	
Width of step	≥ 300 mm	
α_1 , α_2 , etc	$\leq 85^\circ$	
^a This value can be used for means of access for category 1 aerial appliances when not in transport position as defined in EN 1777:2010, 3.6, and prEN 14043 or prEN 14044:2010, 3.35.		

".

8 Modification to 5.1.2.3.4

Replace the existing text of 5.1.2.3.4 with the following:

"Means of access to the roof(s) and working platforms shall be attached to the vehicle in such a way to ensure unhindered access.

At the top, suitable handles, hand grips and/or handrail(s) shall be provided.

Verification:

By visual and functional verification.

Steps or rungs shall have a surface which is designed to reduce the risk of slipping (see Annex C).

NOTE Annex C, which is an extract of EN ISO 14122-2:2001, gives some means to determine levels of slip resistance.

Verification:

By manufacturer's attestation indicating the test method used and the result obtained.

Means of access shall comply with the dimensions given in Table 5. If the means of access is by step, the values given in Table 4 shall be used.

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Table 5 — Means of access

Height of first step or rung from the ground level	≤ 600 mm
Height between steps or rungs ^a	≤ 300 mm
Height between top steps or rungs and roof	≤ 350 mm
Depth of foot space	≥ 150 mm
Width of steps or rungs	≥ 250 mm
Angle of access	from 60° to 90°
^a These dimensions also apply to the height of the 1 st step or rung when access is other than from ground level.	

Verification:

By measurement."

9 Modification to 5.1.2.3.5

Replace the 3 last paragraphs with the following:

"To prevent falling of equipment, the roof shall be fitted with a toe plate or similar fitting of minimum height of 80 mm.

A working platform more than 1 m above ground level shall be equipped with at least one of the following:

- a guard-rail of a minimum height of 1,1 m (see EN ISO 14122-3);
- provision to fix a personal protective equipment system (e.g. a fall restrain system);
- other design giving an equivalent level of safety.

If a rail is used, it shall be permanently installed at the point of use but may be positioned as necessary, e.g. by elevation.

Verification:

Visual inspection, measurement and functional test as appropriate."

10 Modification to 5.1.3.1

Replace the 4th paragraph with the following:

"If the connector of the external power supply for operational readiness is of the manually disconnecting type, it shall not be possible to start the engine with the power supply connected.

NOTE External power supply for operational readiness may be used for charging batteries, heating engine, etc. "