



SLOVENSKI STANDARD
SIST EN 1501-1:2011/kFprA1:2014
01-september-2014

Vozila za zbiranje odpadkov - Splošne in varnostne zahteve - 1. del: Vozila za zbiranje odpadkov z nakladanjem zadaj

Refuse collection vehicles - General requirements and safety requirements - Part 1: Rear loaded refuse collection vehicles

Abfallsammelfahrzeuge und die dazugehörigen Schüttungen - Allgemeine Anforderungen und Sicherheitsanforderungen - Teil 1: Hecklader

Bennes de collecte des déchets - Exigences générales et exigences de sécurité - Partie 1 : Bennes à chargement arrière

Ta slovenski standard je istoveten z: EN 1501-1:2011/FprA1

ICS:

13.030.40	Naprave in oprema za odstranjevanje in obdelavo odpadkov	Installations and equipment for waste disposal and treatment
43.160	Vozila za posebne namene	Special purpose vehicles

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EUROPEAN STANDARD
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English Version

Refuse collection vehicles - General requirements and safety requirements - Part 1: Rear loaded refuse collection vehicles

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This draft amendment is submitted to CEN members for unique acceptance procedure. It has been drawn up by the Technical Committee CEN/TC 183.

This draft amendment A1, if approved, will modify the European Standard EN 1501-1:2011. 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

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Foreword

This document (EN 1501-1:2011/FprA1:2014) has been prepared by Technical Committee CEN/TC 183 "Waste management", the secretariat of which is held by DIN.

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).

Note: Due to fact that the Framework Partnership Agreement between the Commission and CEN & CENELEC is not signed yet, there are currently no New Approach Consultants in place for 2014. Therefore the provisions of CEN-CENELEC Guide 15 cannot be met.

This shall not prevent the processing of draft standards nor the offering of harmonized standards to the Commission. In particular, draft standards can be sent to vote without Consultant assessment.

This note will be removed from the Foreword of the finalized publication.

EN 1501-1:2011/FprA1:2014 (E)**1 Modification to Clause 2, Normative references**

Replace the title itself of the reference EN ISO 4414:2010 with "Pneumatic fluid power — General rules and safety requirements for systems and their components (ISO 4414)".

2 Modification to 5.2.3.3, Guide flap

Add the following sentence at the end of this subclause:

"The selection and design of the control and interlocking system, as combined to guide flaps, shall also comply with EN 1088:1995+A2:2008, 3.2."

3 Modifications to 5.2.3.6, Protective devices

Replace the 2nd sentence of this paragraph with the following:

"Dimensions R1 and R2 shall be checked with the calculation method of the minimum distances as given in EN ISO 13855:2010, Clause 6."

Delete the following NOTE:

"NOTE The necessary minimum distance R is calculated with the following equation: $R = K \times T$

where K is the approach speed of the upper limb of the operative and T is the after-running of the system from detection of the operative to standstill of the compaction system.

The equation of the after-run period T is: $T = a + b + c$

where a is the response time of the sensor system, b is the processing time of the control system(s) and c is the inertia of the actuators.

The considered approach speed K is 1000 mm/s according to the usual working conditions.

Example with: $a = 50$ ms, $b = 400$ ms (300 ms + 100 ms), $c = 100$ ms, $K = 1\ 000$ mm/s (according to the usual working conditions)

$$T = a + b + c = \underline{550 \text{ ms}}$$

$$R = 1000 \text{ mm/s} \times 0,55 \text{ s} = \underline{550 \text{ mm}}."$$

4 Modifications to 5.10.3.1, Footboards

Replace the 1st paragraph with the following:

"The footboard(s) shall comply with the dimensions given in Figure B.4-1a. If the difference between the total width of the RCV and the outer width of the lifting devices provides less than 450 mm but more than 350 mm for each footboard, footboard(s) with the dimension given in B.4-1b may be used (e.g. refuse collection vehicle of width less than 2 350 mm or two-compartment refuse collection vehicle)."

Replace the 6th hyphen with the two following ones:

"

- neither the fixed part of the footboard(s) rest position (when achieved by folding, sliding, etc.) nor the carrying structure can be used for riding purpose; footboard(s) shall be designed to ensure that only full dimensioned and completely deployed footboard(s) can be used for riding purpose;
- speed limits as described in 5.10.3.3.1 shall be considered."

5 Modifications to 5.10.3.3, Provisions for footboard(s)

In 5.10.3.3.1, replace the 3rd hyphen with the following:

"

- speed limiting:

The forward driving speed shall be limited to 30 km/h in case of footboards complying with Figure B.4-1a.

The forward driving speed shall be limited to 25 km/h in case of footboards complying with Figure B.4-1b.

NOTE This limitation cannot be achieved in all situations: e.g. driving downhill.

In order to avoid dangerous situations when driving over 40 km/h, the speed shall not be limited if no detection has occurred during the vehicle acceleration from 6 km/h to 30 km/h."

In 5.10.3.3.3, delete the last but one paragraph:

"Detection of an occupied footboard during travel movement over 30 km/h shall activate a visual warning signal in the cab."

In 5.10.3.3.4, replace the last sentence with the following one: "In case of a negative result, the safety requirements as defined in 5.10.3.3.1 and 5.10.3.3.2 shall apply."

6 Modification to 5.15.1, General

Add the following NOTE at the end:

"NOTE The availability of an axle load indicator device in the cab for the driver is recommended."

7 Modification to 7.1.1.2, Visual

Replace the two first hyphens with the following ones:

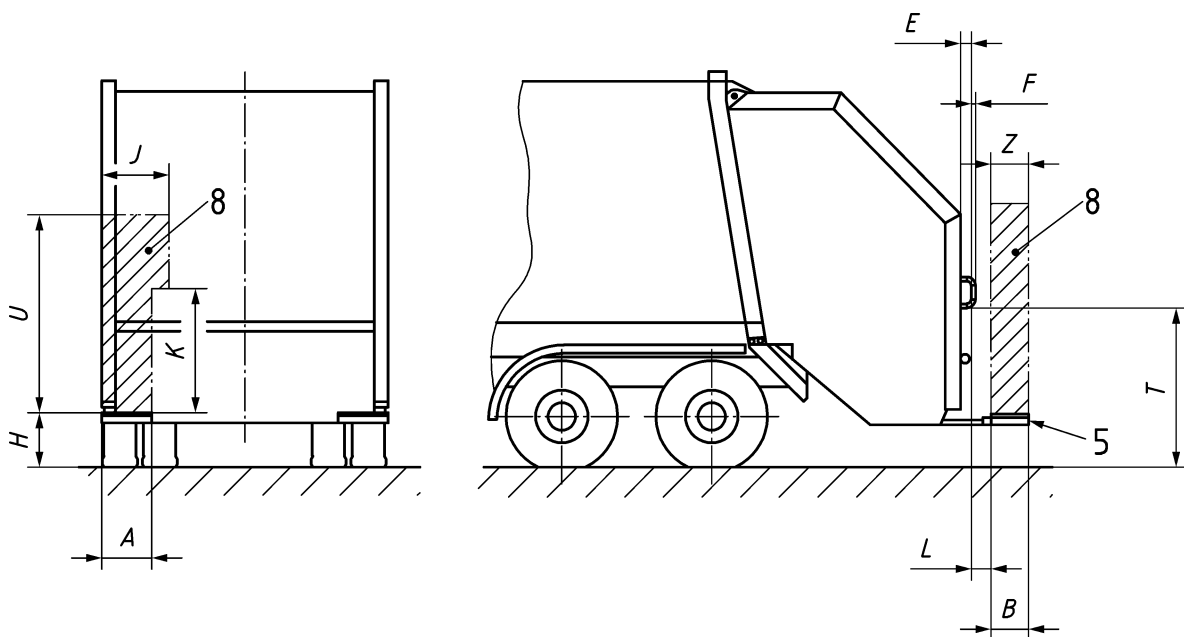
"

- optical indication (e.g. pictogram, text or light) if footboard(s) is/are occupied, independently from the activation of the override control;
- red flashing optical indication (e.g. pictogram, text or light) if footboard safety override control is activated;"

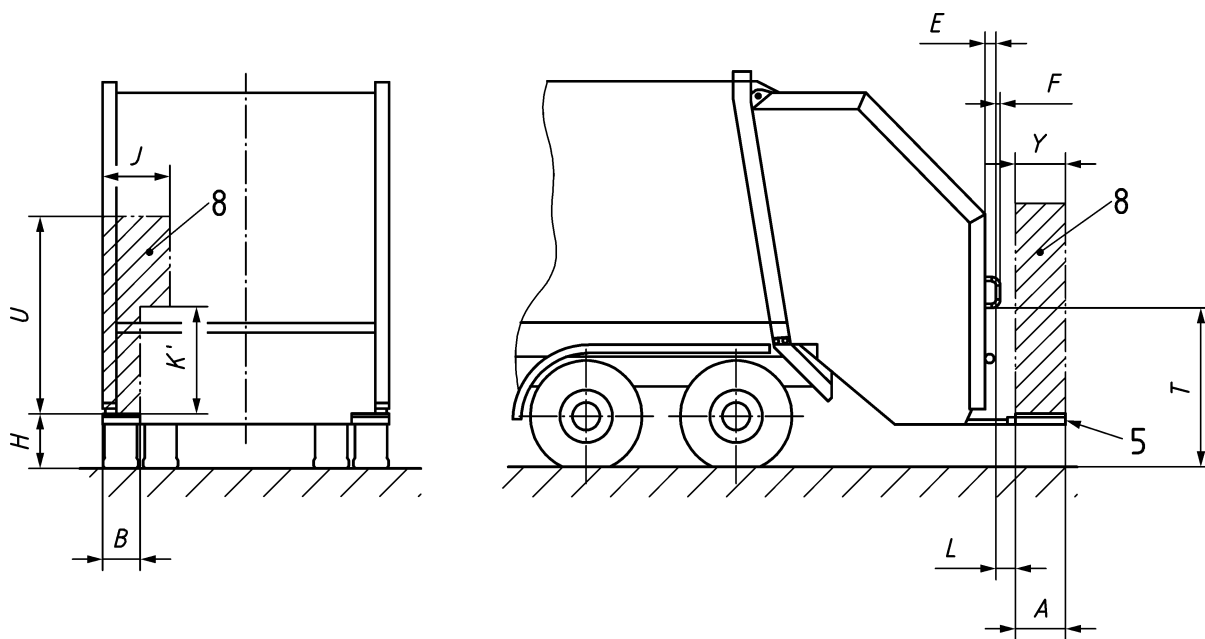
8 Modifications to Annex B (normative), Open and closed systems – Footboard(s)

Replace Figure B.4-2a itself with the following one:

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Replace Figure B.4-2b by the following:



In the Key of Figure B.4-2, add the following measurement below value "K":

$K' = 700 \text{ mm}$