SLOVENSKI STANDARD
SIST EN 16842-2:2018

01-oktober-2018

Vozila za talni transport - Gnana vozila za talni transport - Vidno polje voznika - Preskusna metoda in preverjanje - 2. del: Čelni viličarji, na katerih voznik sedi, in terenska vozila z nosilnostjo do vključno 10 000 kg

Powered industrial trucks - Visibility - Test methods and verification - Part 2: Sit-on counterbalance trucks and rough terrain masted trucks up to and including 10 000 kg capacity

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Kraftbetriebene Flurförderzeuge - Sichtverhältnisse - Prüfverfahren und Verifikation - Teil 2: Gegengewichtstapler mit Fahrersitz und geländegängige Stapler mit Mast bis zu und einschließlich einer Nenntragfähigkeit von 10 000 kg

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Chariots de manutention automoteurs - Visibilité - Méthodes d'essai et vérification - Partie 2 : Chariots en porte-à-faux à conducteur assis et chariots tout terrain à mât ayant une capacité jusqu'à 10 000 kg inclus

Ta slovenski standard je istoveten z: **EN 16842-2:2018**

ICS:

53.060	Industrijski tovornjaki	Industrial trucks

SIST EN 16842-2:2018 **en,fr,de**

2003-01.Slovenski inštitut za standardizacijo. Razmnoževanje celote ali delov tega standarda ni dovoljeno.

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EUROPEAN STANDARD
NORME EUROPÉENNE
EUROPÄISCHE NORM

EN 16842-2

May 2018

ICS 53.060

English Version

Powered industrial trucks - Visibility - Test methods and verification - Part 2: Sit-on counterbalance trucks and rough terrain masted trucks up to and including 10 000 kg capacity

Chariots de manutention automoteurs - Visibilité - Méthodes d'essai et vérification - Partie 2 : Chariots en porte-à-faux à conducteur assis et chariots tout terrain à mât ayant une capacité jusqu'à 10 000 kg inclus

Kraftbetriebene Flurförderzeuge - Sichtverhältnisse - Testmethoden zur Verifikation - Teil 2: Gegengewichtstapler mit Fahrersitz und geländegängige Stapler mit Mast bis zu und einschließlich einer Nenntragfähigkeit von 10 000 kg

This European Standard was approved by CEN on 9 July 2017.

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-CENELEC Management Centre or to any CEN member.

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EUROPEAN COMMITTEE FOR STANDARDIZATION
COMITÉ EUROPÉEN DE NORMALISATION
EUROPÄISCHES KOMITEE FÜR NORMUNG

CEN-CENELEC Management Centre: Rue de la Science 23, B-1040 Brussels

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European foreword

This document (EN 16842-2:2018) has been prepared by Technical Committee CEN/TC 150 "Safety of industrial trucks", 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 November 2018 and conflicting national standards shall be withdrawn at the latest by November 2018.

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. CEN shall not be held responsible for identifying any or all such patent rights.

This European Standard is intended to be used in combination with the requirements in EN 16842-1.

The EN 16842 series consists of the following parts under the general title "*Powered industrial trucks – Visibility – Test methods and verification*":

— *Part 1: General requirements;*

— *Part 2: Sit-on counterbalance trucks and rough terrain masted trucks up to and including 10 000 kg capacity;*

— *Part 3: Reach trucks up to and including 10 000 kg capacity* (under preparation);

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— *Part 4: Variable reach industrial trucks up to and including 10 000 kg capacity* (under preparation);

— *Part 5: Variable reach industrial trucks greater than10 000 kg capacity* (under preparation);

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— *Part 6: Sit-on counterbalance trucks and rough terrain masted trucks greater than 10 000 kg capacity* (under preparation);

— *Part 7: Variable reach and masted container handler* (under preparation);

— *Part 8: Stand on counterbalance trucks up to and including 10 000 kg capacity* (under preparation);

— *Part 9: Order-picking, lateral- and front-stacking trucks with elevating operator position*.

It is intended to develop additional parts related to the following machinery:

— *Pallet stacking trucks (rider controlled);*

— *Burden carrier;*

— *Tractor (IND Truck);*

— *Single side loader;*

— *Multi-directional forklift truck;*

— *Articulated counterbalance lift truck;*

— *Low lift straddle carriers* (as defined in ISO 5053-1:2015, 3.18);

— *High lift straddle carriers* (as defined in ISO 5053-1:2015, 3.19).

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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, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, Former Yugoslav Republic of Macedonia, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Romania, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland, Turkey and the United Kingdom.

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Introduction

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

This document is of relevance, in particular, for the following stakeholder groups representing the market players with regard to machinery safety:

— machine manufacturers (small, medium and large enterprises);

— health and safety bodies (regulators, accident prevention organizations, market surveillance, etc.).

Others can be affected by the level of machinery safety achieved with the means of the document by the above-mentioned stakeholder groups:

— machine users/employers (small, medium and large enterprises);

— machine users/employees (e.g. trade unions, organizations for people with special needs);

— service providers, e.g. for maintenance (small, medium and large enterprises);

— consumers (in case of machinery intended for use by consumers).

The above-mentioned stakeholder groups have been given the possibility to participate at the drafting process of this document.

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The machinery concerned and the extent to which hazards, hazardous situations or hazardous events are covered are indicated in the Scope of this document.

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When requirements of this type-C standard are different from those which are stated in type-A or type-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.

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1 Scope

This European Standard specifies the requirements and test procedures for 360° visibility of sit-on self-propelled industrial counterbalance trucks and rough terrain masted trucks (herein after referred to as trucks) with a capacity ≤ 10 000 kg in accordance with ISO 5053-1 and it is intended to be used in conjunction with EN 16842-1.

Where specific requirements in this part are modified from the general requirements in EN 16842-1, the requirements of this part are truck specific and to be used for sit-on self-propelled industrial counterbalance trucks and rough terrain masted trucks with a capacity ≤ 10 000 kg.

This part of EN 16842 deals with all significant hazards, hazardous situations or hazardous events relevant to the visibility of the operator for applicable machines when used as intended and under conditions of misuse which are reasonably foreseeable by the manufacturer.

2 Normative references

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

EN 16842-1:2018, *Powered industrial trucks - Visibility - Test methods for verification - Part 1: General requirements*

EN ISO 3691-1:2015, *Industrial trucks - Safety requirements and verification - Part 1: Self-propelled industrial trucks, other than driverless trucks, variable-reach trucks and burden-carrier trucks (ISO 3691-1:2011, including Cor 1:2013)*

ISO 5053-1, *Industrial trucks - Terminology and classification - Part 1: Types of industrial trucks*

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3 Terms and definitions

For the purposes of this document, the terms and definitions given in EN 16842-1 and ISO 5053-1 apply.

4 Truck configuration

4.1 General

For truck test configuration, EN 16842-1:2018, Clause 4 shall apply.

4.2 Fork arm dimensions

The test truck shall be equipped with fork arms of the following nominal lengths:

— Truck < 1 000 kg rated capacity; 800 mm,

— Truck ≥ 1 000 kg and < 5 000 kg rated capacity; 1 000 mm, and

— Truck ≥ 5 000 kg and ≤ 10 000 kg rated capacity; 1 200 mm.

Other fork arm lengths may be tested if these adversely affect visibility.

Lengths of forks arms shall be noted in the test report as per EN 16842-1:2018, 9.2 i).

NOTE Fork arm lengths in mm are given as two times the length of the standard load centre distance as defined in EN ISO 3691-1:2015, A.2.3.

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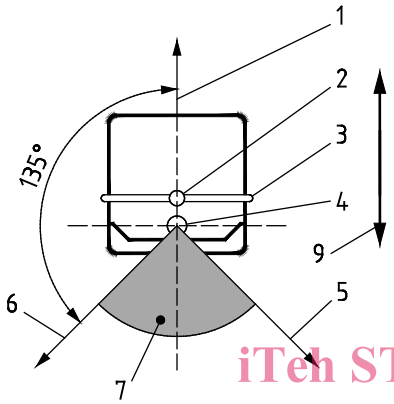
5 Test equipment

Requirements for test equipment are specified in EN 16842-1:2018, Clause 5.

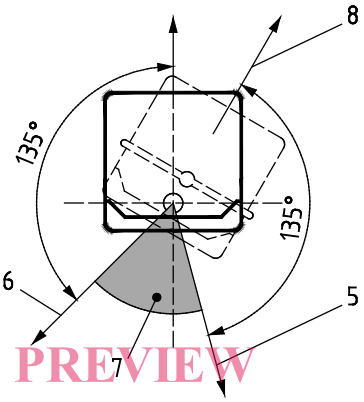
6 Test procedures for direct visibility

6.1 Lighting equipment position

The lighting equipment fixture shall be positioned relative to the seat index point (SIP). The seat shall be placed at the closest adjustment position to the mid-point of horizontal and vertical adjustment and the mid-point of the suspension height, if so equipped. For trucks with rotatable seats, the seat may be turned toward the direction of the test being conducted. See Figure 1.



a) Sit-on truck where the operator is facing the line of travel.



b) Sit-on truck where the operator is facing the line of travel equipped with rotatable seat.

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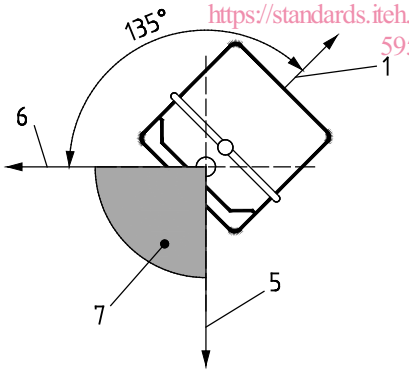
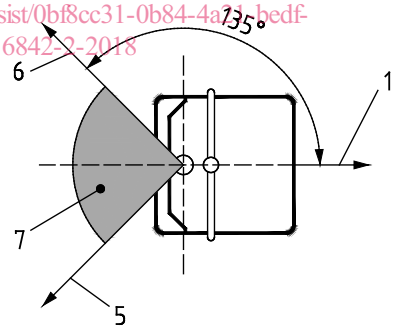


c) Sit-on truck where the operator is facing in 45° angle to the line of travel.



d) Sit-on truck where the operator is facing in 90° angle to the line of travel.

Key

1	0° seat direction	6	-135° test direction
2	SIP	7	the row of lights cannot be turned to this area for tests
3	row of lights	8	seat direction rotatable
4	row of lights axis of rotation	9	forward and rearward truck direction for all seat positions shown
5	+135° test direction		

Figure 1 — Seat position and test direction