SLOVENSKI STANDARD
oSIST prEN ISO 13564-1:2007

01-oktober-2007

Gnana vozila za talni transport - Preskusne metode za preverjanje vidljivosti ï Prvi del: Vozila za talni transport nosilnosti do vkljuļ no 10 ton z upravljacem, ki sedi ali stoji

Powered industrial trucks - Test methods for verification of visibility - Part 1: Sit-on and stand-on operator trucks up to and including 10 t capacity (ISO/DIS 13564-1:2007)

Flurförderzeuge - Sichtverhältnisse - Prüfverfahren und Verifizierung - Teil 1: Sitz- und Standflurförderzeuge sowie Flurförderzeuge mit veränderlicher Reichweite (ISO/DIS 13564-1:2007)

Chariots de manutention automoteurs - Méthodes d'essai pour la vérification de la visibilité - Partie 1: Chariots a conducteur assis et debout ayant une capacité allant jusqu'a 10 t incluses (ISO/DIS 13564-1:2007)

Ta slovenski standard je istoveten z: **prEN ISO 13564-1**

ICS:

53.060	Industrijski tovornjaki	Industrial trucks

oSIST prEN ISO 13564-1:2007 **en**

EUROPEAN STANDARD

NORME EUROPÉENNE

EUROPÄISCHE NORM

DRAFT
prEN ISO 13564-1

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ICS 53.060

English Version

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This draft European Standard is submitted to CEN members for third parallel enquiry. 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.

This draft European Standard 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 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: rue de Stassart, 36 B-1050 Brussels

Ref. No. prEN ISO 13564-1:2007: E

Foreword

This document (prEN ISO 13564-1:2007) has been prepared by Technical Committee ISO/TC 110 "Industrial trucks" in collaboration with Technical Committee CEN/TC 150 "Industrial Trucks - Safety", the secretariat of which is held by BSI.

This document is currently submitted to the third parallel Enquiry.

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).

Endorsement notice

The text of ISO/DIS 13564-1:2007 has been approved by CEN as prEN ISO 13564-1:2007 without any modifications.

DRAFT INTERNATIONAL STANDARD ISO/DIS 13564-1.2

ISO/TC **110**/SC **2** Secretariat: **BSI**

Voting begins on **2007-03-15** Voting terminates on **2007-05-15**

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Powered industrial trucks — Test methods for verification of visibility —

Part 1:
Sit-on and stand-on operator trucks up to and including 10 t capacity

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ICS 53.060

ISO/CEN PARALLEL ENQUIRY

The CEN Secretary-General has advised the ISO Secretary-General that this ISO/DIS covers a subject of interest to European standardization. **In accordance with the ISO-lead mode of collaboration as defined in the Vienna Agreement, consultation on this ISO/DIS has the same effect for CEN members as would a CEN enquiry on a draft European Standard.** Should this draft be accepted, a final draft, established on the basis of comments received, will be submitted to a parallel two-month FDIS vote in ISO and formal vote in CEN.

To expedite distribution, this document is circulated as received from the committee secretariat. ISO Central Secretariat work of editing and text composition will be undertaken at publication stage.

Pour accélérer la distribution, le présent document est distribué tel qu'il est parvenu du secrétariat du comité. Le travail de rédaction et de composition de texte sera effectué au Secrétariat central de l'ISO au stade de publication.

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Foreword

ISO (the International Organization for Standardization) is a worldwide federation of national standards bodies (ISO member bodies). The work of preparing International Standards is normally carried out through ISO technical committees. Each member body interested in a subject for which a technical committee has been established has the right to be represented on that committee. International organizations, governmental and non-governmental, in liaison with ISO, also take part in the work. ISO collaborates closely with the International Electrotechnical Commission (IEC) on all matters of electrotechnical standardization.

International Standards are drafted in accordance with the rules given in the ISO/IEC Directives, Part 2.

The main task of technical committees is to prepare International Standards. Draft International Standards adopted by the technical committees are circulated to the member bodies for voting. Publication as an International Standard requires approval by at least 75 % of the member bodies casting a vote.

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

ISO 13564-1 was prepared by Technical Committee ISO/TC 110, *Safety of industrial trucks*, Subcommittee SC 2.

ISO 13564 consists of the following parts, under the general title *Powered industrial trucks - Visibility — Test methods and verification*:

— *Part 1: Sit-on and stand-on operator trucks up to and including 10 t capacity*

— *Part 2: Sit-on operator trucks greater than 10 t capacity*

— *Part 3: Trucks travelling with elevated operator*

— *Part 4: Rough terrain variable reach trucks*

Introduction

This Standard is used to measure and evaluate the operator's visibility from unladen self-propelled industrial trucks.

The standard is in parts applicable to the type of self-propelled industrial truck being tested. The parts currently included are:
Part 1: Sit-on and stand-on operator trucks up to and including 10 t capacity

Other parts may be added for additional types of self-propelled industrial trucks for example, sit-on masted container handling trucks, sit-on telescoping container handling trucks, side-loaders, trucks with capacity ≥ 10 000 kg, etc.

Further work is in progress to develop guidance for operating trucks when laden, with attachments, when stacking, unstacking loads at height, and trucks with elevating operator position when the operating position is elevated.

Powered industrial trucks — Test methods for verification of visibility —

Part 1:
Sit-on and stand-on operator trucks up to and including 10 t capacity

1 Scope

This standard specifies the requirements and test procedures of all around visibility of self-propelled industrial trucks with capacity up to and including 10 000 kg in accordance with ISO 5053: 1987 and for industrial variable reach trucks with capacity up to and including 10 000 kg in accordance with 3.1, with a sit-on or stand-on operator, without load, equipped with fork arms or load platform.

The standard does not apply to:

— low lift straddle carrier (in accordance with 3.1.3.2.3 of ISO 5053: 1987);

— high lift straddle carrier (in accordance with 3.1.3.1.11 of ISO 5053: 1987);

— trucks with elevating operator position, when the operating position is elevated.

— trucks with capacity ≥ 10 000 kg

— rough terrain variable reach trucks

2 Normative reference(s)

The following standards contain provisions which, through reference in this text, constitute provisions of this International Standard. At the time of publication, the editions indicated were valid. All standards are subject to revision, and parties to agreements based on this International Standard are encouraged to investigate the possibility of applying the most recent editions of the standards indicated below. Members of IEC and ISO maintain registers of currently valid International Standards.

ISO 5053: 1987, *Self-propelled Industrial Trucks — Terminology*

ISO 5353: 1995, *Earth-moving machinery, tractors and machinery for agriculture and forestry — Seat index point*

3 Terms and definitions

For the purposes of this document the terms and definitions given in ISO 5053 together with the following apply.

3.1
Industrial variable reach truck
industrial truck equipped with longitudinal articulating or telescopic and elevating arms (swivelling horizontally not more than ±5°) not including rough terrain variable reach trucks

3.2
industrial truck profile
contour which is determined by the largest rectangular width and length parallel to the longitudinal axis of the industrial truck, including the front vertical surface of the fork arms. The blades of the fork arms are not taken into account

3.3
standing index point - STIP
perpendicular projection of the mid-axis of the standing operator in the normal operating position in which the operator is able to control all functions for driving and load handling

3.4
adjusted standing index point – ASTIP
Adjusted STIP located relative to the STIP as provided in section 6.1.2.2 to simulate body movement of the operator during truck operation

3.5
forward direction of travel
see ISO 5053 Forward driving direction and front end

3.6
travelling of an industrial truck
movement of the truck over relatively long distance and open areas at faster speeds than manoeuvring

3.7
manoeuvring of an industrial truck
motion of an industrial truck at slow speed and for short distances. Manoeuvring may include movements such as operation in narrow when turning, passing objects close by, load pick-up and put down, approaching and retreating from loads, and other operation not included in travelling

3.8
lighting equipment
system of lights that represent the range of positions of the operator's eyes including head and body movement

3.9
test body
body that simulates an obstacle, e.g., a person in stooped position, and with which the visibility conditions are evaluated, see Figure 5

3.10
test screen
surface with which the visibility conditions while travelling forward are evaluated.