



SLOVENSKI STANDARD SIST EN 1175:2020

01-oktober-2020

Nadomešča:

SIST EN 1175-1:1998+A1:2011

SIST EN 1175-2:1998+A1:2011

SIST EN 1175-3:1998+A1:2011

Varnost vozil za talni transport - Električne/elektronske zahteve

Safety of industrial trucks - Electrical/electronic requirements

Sicherheit von Flurförderzeugen - Elektrische/Elektronische Anforderungen

Sécurité des chariots de manutention - Prescriptions électriques/électroniques

<https://standards.iteh.ai/catalog/standards/sist/fc71bccb-bd49-43ea-a127-82d43ba81cd9/sist-en-1175-2020>

Ta slovenski standard je istoveten z: EN 1175:2020

ICS:

53.060 Industrijski tovornjaki Industrial trucks

SIST EN 1175:2020

en,fr,de

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EUROPEAN STANDARD

EN 1175

NORME EUROPÉENNE

EUROPÄISCHE NORM

July 2020

ICS 53.060

Supersedes EN 1175-1:1998+A1:2010, EN 1175-2:1998+A1:2010, EN 1175-3:1998+A1:2010

English Version

Safety of industrial trucks - Electrical/electronic requirements

Sécurité des chariots de manutention - Prescriptions électriques/électroniques

Sicherheit von Flurförderzeugen - Elektrische/elektronische Anforderungen

This European Standard was approved by CEN on 1 June 2020.

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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COMITÉ EUROPÉEN DE NORMALISATION
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EN 1175:2020 (E)**European foreword**

This document (EN 1175:2020) has been prepared by Technical Committee CEN/TC 150 “Industrial trucks - Safety”, 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of an identical text or by endorsement, at the latest by January 2021, and conflicting national standards shall be withdrawn at the latest by July 2022.

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 document supersedes EN 1175-1:1998+A1:2010, EN 1175-2:1998+A1:2010 and EN 1175-3:1998+A1:2010.

This document specifies up-to-date requirements for electric/electronic installations of industrial trucks. Requirements are mainly based on safety functions and not only on safety related parts and take into account exclusively electric/electronic elements. This approach significantly increases the design details of the safety aspects, therefore Technical Committee CEN/TC 150 “Industrial trucks - Safety” has agreed on requesting an overlapping period of 24 months from the date of publication (DAV) of this document to the date of withdrawal (DOW) of EN 1175-1:1998+A1:2010, EN 1175-2:1998+A1:2010, EN 1175-3:1998+A1:2010, in order to allow manufacturers to update their technical construction files.

The main changes compared to the previous EN 1175 series are:

- applicability to both internal combustion engine and electric battery driven industrial trucks;
- definition of the PL_r for safety functions of the control system;
- design specifications for safety-related parts and control systems;
- specific safety requirements for Li ion energy sources;
- updated connectors and contactors requirements;
- rules for the design of the electric/electronic assistance systems;
- new standard references.

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.

According to the CEN-CENELEC Internal Regulations, the national standards organisations of the following countries are bound to implement this European Standard: Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Republic of North Macedonia, Romania, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland, Turkey and the United Kingdom.

Introduction

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

This document is of relevance 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).

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

The machinery 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 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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EN 1175:2020 (E)**1 Scope**

This document specifies the electrical requirements for the design and construction of the electrical installation in self-propelled industrial trucks that are within the scope of ISO 5053-1, except variable reach trucks as defined in ISO 5053-1:2015, 3.21 and 3.22, straddle carriers as defined in ISO 5053-1:2015, 3.18 and 3.19, and specific functions, parts and/or systems utilized for the automatic operation of driverless industrial trucks as defined in ISO 5053-1:2015, 3.32. It provides the electrical/electronic and safety-related parts of control system requirements for those self-propelled industrial trucks identified above to complete the requirements in the relevant part of the EN ISO 3691 and EN 16307 series of documents.

NOTE 1 Reference is made to this document in other standards which cover the non-electrical requirements of the various industrial truck types.

The requirements of this document are valid when trucks are operated under the following climatic conditions:

- defined in the applicable parts of the EN ISO 3691 series and the EN 16307 series;
- relative humidity in the range 30 % to 95 % (not condensing).

This document deals with safety requirements for all electrical and electronic components of industrial trucks, including electrically actuated hydraulic/pneumatic valves. It specifies minimum performance levels required for safety functions realized by safety related parts of control systems. It is intended to be used to avoid or minimize hazards or hazardous situations listed in Annex I. These situations can arise during the operation in the area of use for which it is designed and during maintenance of trucks in accordance with the specifications and instruction given by the manufacturer.

This document does not deal with hazards which could occur:

- a) during construction;
- b) when operating in potentially explosive atmospheres;
- c) because of malfunction of non-electric safety-related parts of control systems, e.g. hydraulic and pneumatic elements like pistons, non-electric valves, pumps etc.

NOTE 2 The level of the defined required performance for electrical safety related control systems can be used as a guideline to determine the performance of non-electric systems.

NOTE 3 Hazards due to penetration of water and dust are covered by the definition of PL_r of safety functions, according to EN ISO 13849-1:2015.

2 Normative references

The following documents are referred to in the text in such a way that some or all of their content constitutes provisions of this document. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendment) applies.

EN 12895:2015+A1:2019, *Industrial trucks — Electromagnetic compatibility*

EN 16307 (all parts), *Industrial trucks — Safety requirements and verification*

EN 50565-1:2014, *Electric cables — Guide to use for cables with a rated voltage not exceeding 450/750 V (U₀/U) — Part 1: General guidance*

EN 60034-8:2007,¹ *Rotating electrical machines — Part 8: Terminal markings and direction of rotation (IEC 60034-8:2007)*

EN 60068-2-27:2009, *Environmental testing — Part 2-27: Tests — Test Ea and guidance: Shock (IEC 60068-2-27:2008)*

EN 60068-2-6:2008, *Environmental testing — Part 2-6: Tests — Test Fc: Vibration (sinusoidal) (IEC 60068-2-6:2007)*

EN 60204-1:2006,² *Safety of machinery — Electrical equipment of machines — Part 1: General requirements (IEC 60204-1:2005, modified)*

EN 60332-1-2:2004,³ *Tests on electric and optical fibre cables under fire conditions — Part 1-2: Test for vertical flame propagation for a single insulated wire or cable — Procedure for 1 kW pre-mixed flame (IEC 60332-1-2:2004)*

EN 60384-14:2013,⁴ *Fixed capacitors for use in electronic equipment — Part 14: Sectional specification — Fixed capacitors for electromagnetic interference suppression and connection to the supply mains (IEC 60384-14:2013)*

EN 60529:1991,⁵ *Degrees of protection provided by enclosures (IP Code) (IEC 60529:1989)*

EN 60664-1:2007, *Insulation coordination for equipment within low-voltage systems — Part 1: Principles, requirements and tests (IEC 60664-1:2007)*

EN 60695-11-10:2013, *Fire hazard testing — Part 11-10: Test flames — 50 W horizontal and vertical flame test methods (IEC 60695-11-10:2013)*

EN 60947-4-1:2010,⁶ *Low-voltage switchgear and controlgear — Part 4-1: Contactors and motor-starters — Electromechanical contactors and motor-starters (IEC 60947-4-1:2009)*

EN 60947-5-5:1997,⁷ *Low-voltage switchgear and controlgear — Part 5-5: Control circuit devices and switching elements — Electrical emergency stop device with mechanical latching function (IEC 60947-5-5:1997)*

EN 61643-11:2012, *Low-voltage surge protective devices — Part 11: Surge protective devices connected to low-voltage power systems — Requirements and test methods (IEC 61643-11:2011)*

EN 62281:2017, *Safety of primary and secondary lithium cells and batteries during transport (IEC 62281:2017)*

EN 62485-3:2014, *Safety requirements for secondary batteries and battery installations — Part 3: Traction batteries (IEC 62485-3:2014)*

¹ As impacted by EN 60034-8:2007/A1:2014.

² As impacted by EN 60204-1:2006/A1:2009 and EN 60204-1:2006/corrigendum Feb. 2010.

³ As impacted by EN 60332-1-2:2004/A1:2015 and EN 60332-1-2:2004/A11:2016.

⁴ As impacted by EN 60384-14:2013/A1:2016.

⁵ As impacted by EN 60529:1991/A1:2000 and EN 60529:1991/A2:2013.

⁶ As impacted by EN 60947-4-1:2010/A1:2012.

⁷ As impacted by EN 60947:1997/A1:2017.

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EN 62620:2015, *Secondary cells and batteries containing alkaline or other non-acid electrolytes — Secondary lithium cells and batteries for use in industrial applications (IEC 62620:2014)*

EN 62619:2017, *Secondary cells and batteries containing alkaline or other non-acid electrolytes — Safety requirements for secondary lithium cells and batteries, for use in industrial applications (IEC 62619:2017)*

EN IEC 62902:2019, *Secondary batteries — Marking symbols for identification of their chemistry (IEC 62902:2019)*

EN ISO 3691 (all parts), *Industrial trucks — Safety requirements and verification*

EN ISO 3691-1:2015,⁸ *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)*

EN ISO 3691-3:2016, *Industrial trucks — Safety requirements and verification — Part 3: Additional requirements for trucks with elevating operator position and trucks specifically designed to travel with elevated loads (ISO 3691-3:2016)*

EN 16307-1:2013+A1:2015, *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*

EN ISO 12100:2010, *Safety of machinery — General principles for design — Risk assessment and risk reduction (ISO 12100:2010)*

EN ISO 6743-4:2015, *Lubricants, industrial oils and related products (class L) — Classification — Part 4: Family H (Hydraulic systems) (ISO 6743-4:2015)*

EN ISO 13849-1:2015, *Safety of machinery — Safety-related parts of control systems — Part 1: General principles for design (ISO 13849-1:2015)*

ISO 3287:1999, *Powered industrial trucks — Symbols for operator controls and other displays*

ISO 5053-1:2015, *Industrial trucks — Terminology and classification — Part 1: Types of industrial trucks*

3 Terms and definitions

For the purposes of this document, the terms and definitions given in ISO 5053-1:2015 and the following apply.

ISO and IEC maintain terminological databases for use in standardization at the following addresses:

- IEC Electropedia: available at <http://www.electropedia.org/>
- ISO Online browsing platform: available at <https://www.iso.org/obp/ui>

⁸ As impacted by EN ISO 3691-1:2015/A1:2020.

3.1 U_n **nominal voltage of the truck system**

designated value of the voltage of the electrical system and to which its characteristics are referred

3.2**nominal battery voltage**

number of battery cells connected in series multiplied by the nominal cell voltage, relative to the chemical technology of the cell

Note 1 to entry: If the battery consists of cells connected in series and in parallel, the nominal voltage is defined by the number of cells, which are arranged in one line of cells connected in series.

3.3**drive system**

electrically controlled system moving truck on ground, generating torque with effect on one or more drive wheels

3.4**low speed**

travel speed below 0,4 m/s for pedestrian trucks and below 0,7 m/s for all other types of trucks

3.5

LHS

electrical load handling system

system for electrical or electronically controlled load handling

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electrical or electronic system controlling the angular position of the wheel(s) of the truck with respect to its vertical longitudinal centre plane

Note 1 to entry: See Annex F for examples.

3.7**assistance system**

system intended to improve the operational performance, the ergonomics of industrial trucks, or to warn the operator about hazards due to improper use in the specific operation related to the work environment and application

Note 1 to entry: Assistance systems are not necessary for the safe operation of industrial trucks and are not covered by EN 1526, *Safety of industrial trucks — Additional requirements for automated functions on trucks*. Assistance systems must be clearly distinguished from safety functions.

3.8 PL_r **required performance level**

performance level (PL) applied in order to achieve the required risk reduction for each safety function

[SOURCE: EN ISO 13849-1:2015, 3.1.24]

EN 1175:2020 (E)**3.9****setpoint**

operator's physical actions on the intended control device

Note 1 to entry: For travelling, the actuation of the accelerator control.

3.10**actpoint**

actual physical value of the system output

Note 1 to entry: Examples of actpoint are: truck speed, position of truck steered wheel(s) energised solenoid and the combination of voltage, current and frequency applied to a drive motor.

3.11**service brake**

braking system allowing the operator to control, directly or indirectly, the speed of the truck or to bring the truck to a halt

[SOURCE: ISO 6292:2008, 3.12]

Note 1 to entry: The service brake can also be activated by the electronic control system of the truck.

Note 2 to entry: The service brake can also serve as a parking brake.

3.12**parking brake**

braking system allowing a vehicle to be held stationary mechanically, even on an inclined surface, particularly in the absence of the operator

[SOURCE: ISO 6292:2008, 3.11]

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3.13**safety function**

function of the machine whose failure can result in an immediate increase of the risk(s)

[SOURCE: EN ISO 12100:2010, 3.30]

3.14**risk**

combination of the probability of occurrence of harm and the severity of that harm

[SOURCE: EN ISO 12100:2010, 3.12]

3.15**type test**

test to the requirements of this document of an example of devices, systems or complete trucks representative of the production, including the relevant range of options provided by the manufacturer of the truck, as part of the verification of compliance with this document

3.16**routine test**

tests carried out during series production necessary to maintain compliance with this document

3.17**control circuit**

electrical circuit used for the control, including monitoring, of the truck and its electrical equipment

3.18**auxiliary circuit**

electrical circuit that controls lights, fans and other accessories

3.19**power circuit**

circuit that supplies power from the energy source to units of equipment used for truck operation

3.20**energy source**

unit for energizing equipment of the truck used for productive operation

Note 1 to entry: Energy sources for trucks can be:

- batteries based on different technologies;
- liquid or gaseous fuel combined with internal combustion engine or fuel cell;
- AC power sources.

3.21**frame fault**

accidental connection of a live part to the truck frame or exposed conductive parts

3.22**IC truck**

truck equipped with an internal combustion engine of which the power is transferred to a mechanical, hydraulic or electrical system

3.23**normal operating position**

position in which the operator is able to control all functions for driving and load handling as defined by the manufacturer

Note 1 to entry: Additional positions are permitted to be defined by the manufacturer if it is not possible to control all the functions of the truck from a single position. A rotating seat or stand-up end-control truck with more than one operating direction is considered as being or having a single operating position.

[SOURCE: EN ISO 3691-1:2015, 3.8]

3.24**high voltage truck**

truck whose U_n is greater than 120 V DC or 50 V AC and less than or equal to 1 500 V DC or 1 000 V AC under idle or fully charged condition

3.25**OPC****operator-presence control**

device that detects the presence of the operator in the normal operating position