



SLOVENSKI STANDARD SIST EN 1755:2024

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Vozila za talni transport - Varnostne zahteve in preverjanje - Dodatne zahteve za delovanje v potencialno eksplozivnih atmosferah

Industrial trucks - Safety requirements and verification - Supplementary requirements for operation in potentially explosive atmospheres

Flurförderzeuge - Sicherheitsanforderungen und Verifizierung - Zusätzliche Anforderungen für den Einsatz in explosionsgefährdeten Bereichen

Chariots de manutention - Prescriptions de sécurité et vérification - Prescriptions supplémentaires pour le fonctionnement en atmosphères explosibles

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Industrial trucks - Safety requirements and verification - Supplementary requirements for operation in potentially explosive atmospheres

Chariots de manutention - Prescriptions de sécurité et
vérification - Prescriptions supplémentaires pour le
fonctionnement en atmosphères explosibles

Flurförderzeuge - Sicherheitsanforderungen und
Verifizierung - Zusätzliche Anforderungen für den
Einsatz in explosionsgefährdeten Bereichen

This European Standard was approved by CEN on 27 November 2023.

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EUROPEAN COMMITTEE FOR STANDARDIZATION
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CEN-CENELEC Management Centre: Rue de la Science 23, B-1040 Brussels

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EN 1755:2024 (E)**European foreword**

This document (EN 1755:2024) 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of an identical text or by endorsement, at the latest by July 2024, and conflicting national standards shall be withdrawn at the latest by July 2024.

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 1755:2015.

In comparison with the previous edition, the following technical changes have been made:

- requirements for driverless trucks have been included;
- requirements of EN 1175:2020 have been assessed and clarified where appropriate;
- requirement b) for brake materials has been removed as it does not represent state of the art in brake material technology;
- normative references have been updated.

An overview of significant changes is also given in Table F.1.

This document has been prepared under a standardization request addressed to CEN by the European Commission. The Standing Committee of the EFTA States subsequently approves these requests for its Member States.

For the relationship with EU Legislation, see informative Annex ZA, which is an integral part of this document.

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Any feedback and questions on this document should be directed to the users' national standards body. A complete listing of these bodies can be found on the CEN website.

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, Türkiye and the United Kingdom.

Introduction

This document is a type-C standard as stated in EN ISO 12100:2010.

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 in the drafting process of this document.

The machines 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.

This document covers specific safety requirements where industrial trucks will operate in potentially explosive atmospheres that are not covered exhaustively by:

- EN 1459-1:2017+A1:2020 and EN 1459-2:2015+A1:2018;
- ISO 24134:2006;
- EN ISO 3691-1:2015¹;
- EN ISO 3691-2:2023;
- EN ISO 3691-3:2016²;
- EN ISO 3691-4:2023;
- EN ISO 3691-5:2015³;
- EN ISO 3691-6:2021.

¹ As impacted by EN ISO 3691-1:2015/AC:2016 and EN ISO 3691-1:2015/A1:2020

² As impacted by EN ISO 3691-3:2016/A1:2023

³ As impacted by EN ISO 3691-5:2015/AC:2016 and EN ISO 3691-5:2015/A1:2020

EN 1755:2024 (E)**Assessment of hazards**

The product needs to be designed in such a way that it is fit for its purpose or function and can be adjusted and maintained without putting persons at risk when used under the conditions foreseen by the manufacturer.

In order to properly design a product and to cover all specific safety requirements, the manufacturer needs to identify the hazards that apply to their product and carry out a risk assessment. The manufacturer then needs to design and construct the product taking this assessment into account.

The aim of this procedure is to eliminate the risk of accidents throughout the foreseeable lifetime of the machinery, including the phases of assembling and dismantling where risks of accidents can also arise from foreseeable abnormal situations.

In selecting the most appropriate methods, the manufacturer needs to apply the following principles, in the order given here:

- a) eliminate or reduce risks as far as possible by design (inherently safe machinery design and construction);
- b) take the necessary protective measures in relation to risks that cannot be eliminated by design;
- c) inform users of any shortcoming of the protective measures adopted;
- d) indicate whether any particular training is required;
- e) specify any need to provide personal protection equipment;
- f) refer to the appropriate user's document for proper operating instructions.

Industrial trucks need to be designed to prevent foreseeable misuse wherever possible, if such would engender risk. In other cases, the manufacturer's instructions need to draw the user's attention to ways shown by experience in which the machinery ought not to be used.

This document does not repeat all the technical rules which are state-of-the-art, and which are applicable to the material used to construct the industrial truck. Refer to ISO 12100:2010.

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1 Scope

This document is applicable to self-propelled and pedestrian propelled manual and semi-manual industrial trucks as defined in ISO 5053-1:2020 including their load handling devices and attachments (hereafter referred to as trucks) intended for use in potentially explosive atmospheres.

NOTE 1 Attachments mounted on the load carrier or on fork arms which are removable by the user are not considered to be a part of the truck.

This document specifies supplementary technical requirements for the prevention of the ignition of an explosive atmosphere of flammable gases, vapours, mists or dusts by industrial trucks of equipment group II and equipment category 2G, 3G, 2D or 3D.

NOTE 2 The relationship between an equipment category (hereafter referred to as category) and the corresponding zone (area classification) is shown in informative Annex B.

This document does not apply to:

- trucks of equipment group I;
- trucks of equipment group II, equipment category 1;
- trucks intended for use in potentially explosive atmospheres with hybrid mixtures;
- protective systems.

This document does not apply to trucks intended for use in potentially explosive atmospheres of carbon disulfide (CS₂), carbon monoxide (CO) and/or ethylene oxide (C₂H₄O) due to the special properties of these gases.

Technical requirements relating to lithium-ion batteries and fuel cells as energy sources are not given in this document due to their specific hazards.

2 Normative references

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

EN 1127-1:2019, *Explosive atmospheres — Explosion prevention and protection — Part 1: Basic concepts and methodology*

EN 1149-5:2018, *Protective clothing — Electrostatic properties — Part 5: Material performance and design requirements*

EN 1175:2020, *Safety of industrial trucks — Electrical/electronic requirements*

EN 1459-1:2017+A1:2020, *Rough-terrain trucks — Safety requirements and verification — Part 1: Variable-reach trucks*

EN 1459-2:2015+A1:2018, *Rough-terrain trucks — Safety requirements and verification — Part 2: Slewing variable-reach trucks*

EN 1834-1:2000, *Reciprocating internal combustion engines — Safety requirements for design and construction of engines for use in potentially explosive atmospheres — Part 1: Group II engines for use in flammable gas and vapour atmospheres*

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EN 1834-3:2000, *Reciprocating internal combustion engines — Safety requirements for design and construction of engines for use in potentially explosive atmospheres — Part 3: Group II engines for use in flammable dust atmospheres*

EN 14986:2017, *Design of fans working in potentially explosive atmospheres*

EN 50271:2018, *Electrical apparatus for the detection and measurement of combustible gases, toxic gases or oxygen — Requirements and tests for apparatus using software and/or digital technologies*

EN 60079-7:2015⁴, *Explosive atmospheres — Part 7: Equipment protection by increased safety “e” (IEC 60079-7:2015)*

EN 60079-14:2014⁵, *Explosive atmospheres — Part 14: Electrical installations design, selection and erection (IEC 60079-14:2013)*

EN 60079-17:2014, *Explosive atmospheres — Part 17: Electrical installations inspection and maintenance (IEC 60079-17:2013)*

EN 60079-29-1:2016⁶, *Explosive atmospheres — Part 29-1: Gas detectors — Performance requirements of detectors for flammable gases (IEC 60079-29-1:2016)*

EN 60079-29-2:2015, *Explosive atmospheres — Part 29-2: Gas detectors — Selection, installation, use and maintenance of detectors for flammable gases and oxygen (IEC 60079-29-2:2015)*

EN 60079-29-3:2014, *Explosive atmospheres — Part 29-3: Gas detectors — Guidance on functional safety of fixed gas detection systems (IEC 60079-29-3:2014)*

EN 60079-31:2014, *Explosive atmospheres — Part 31: Equipment dust ignition protection by enclosure “t” (IEC 60079-31:2013)*

EN 60384-14:2013⁷, *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 60529:1991⁸, *Degrees of protection provided by enclosures (IP Code) (IEC 60529:1989)*

EN 60695-11-10:2013⁹, *Fire hazard testing — Part 11-10: Test flames — 50 W horizontal and vertical flame test methods (IEC 60695-11-10:2013)*

EN 61508-1:2010, *Functional safety of electrical/electronic/programmable electronic safety-related systems — Part 1: General requirements (IEC 61508-1:2010)*

⁴ As impacted by EN IEC 60079-7:2015/A1:2018

⁵ As impacted by EN 60079-14:2014/AC:2016

⁶ As impacted by EN 60079-29-1:2016/A1:2022 and EN 60079-29-1:2016/A11:2022

⁷ As impacted by EN 60384-14:2013/A1:2016 and EN 60384-14:2013/AC:2016-04

⁸ As impacted by EN 60529:1991/corrigendum May 1993, EN 60529:1991/A1:2000, EN 60529:1991/A2:2013 and EN 60529:1991/AC:2016-12

⁹ As impacted by EN 60695-11-10:2013/AC:2014

EN IEC 60079-0:2018¹⁰, *Explosive atmospheres — Part 0: Equipment — General requirements (IEC 60079-0:2017)*

EN IEC 60079-15:2019, *Explosive atmospheres — Part 15: Equipment protection by type of protection “n” (IEC 60079-15:2017)*

EN ISO 284:2012, *Conveyor belts — Electrical conductivity — Specification and test method (ISO 284:2012)*

EN ISO 3691-1:2015¹, *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, modified)*

EN ISO 3691-4:2023, *Industrial trucks — Safety requirements and verification — Part 4: Driverless industrial trucks and their systems (ISO 3691-4:2023)*

EN ISO 13849-1:2023, *Safety of machinery — Safety-related parts of control systems — Part 1: General principles for design (ISO 13849-1:2023)*

EN ISO 20344:2021, *Personal protective equipment — Test methods for footwear (ISO 20344:2021)*

EN ISO 80079-36:2016¹¹, *Explosive atmospheres — Part 36: Non-electrical equipment for explosive atmospheres — Basic method and requirements (ISO 80079-36:2016)*

EN ISO 80079-37:2016, *Explosive atmospheres — Part 37: Non-electrical equipment for explosive atmospheres — Non-electrical type of protection constructional safety “c”, control of ignition sources “b”, liquid immersion “k” (ISO 80079-37:2016)*

CLC/TR 60079-32-1:2018, *Explosive atmospheres — Part 32-1: Electrostatic hazards, guidance*

IEC TS 60079-46:2017, *Explosive atmospheres — Part 46: Equipment assemblies*

ISO 1813:2014, *Belt drives — V-ribbed belts, joined V-belts and V-belts including wide section belts and hexagonal belts — Electrical conductivity of antistatic belts: Characteristics and methods of test*

ISO 9563:2015, *Belt drives — Electrical conductivity of antistatic endless synchronous belts — Characteristics and test method*

ISO 15870:2000, *Powered industrial trucks — Safety signs and hazard pictorials — General principles*

¹⁰ As impacted by EN IEC 60079-0:2018/AC:2020-02

¹¹ As impacted by EN ISO 80079-36:2016/AC:2019

EN 1755:2024 (E)**3 Terms and definitions**

For the purposes of this document, the following terms and definitions apply.

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

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

3.1**explosive atmosphere**

mixture with air, under atmospheric conditions, of flammable substances in the form of gases, vapours, mists or dusts in which, after ignition has occurred, combustion spreads to the entire unburned mixture

[SOURCE: EN 13237:2012, 3.28]

3.2**potentially explosive atmosphere**

atmosphere which could become explosive due to local and operational conditions

[SOURCE: EN 13237:2012, 3.28.2]

3.3**hybrid mixture**

mixture of flammable substances with air in different physical states

[SOURCE: EN 13237:2012, 3.40]

3.4**auto ignition temperature**

lowest temperature (of a hot surface) at which under specified test conditions an ignition of a flammable gas or flammable vapour in mixture with air or air/inert gas occurs

[SOURCE: EN 13237:2012, 3.45]

3.5**minimum ignition temperature of a dust cloud**

lowest temperature of a hot surface on which the most ignitable mixture of the dust with air is ignited under specified test conditions

[SOURCE: EN 13237:2012, 3.45.1]

3.6**minimum ignition temperature of a dust layer**

lowest temperature of a hot surface at which ignition occurs in a dust layer under specified test conditions

[SOURCE: EN 13237:2012, 3.45.2]

3.7**service temperature**

maximum or minimum temperature reached at specific points of the equipment when the equipment is operating at rated conditions, including ambient temperature and any external sources of heating or cooling

Note 1 to entry: Each equipment may reach different service temperatures in different parts.

Note 2 to entry: This definition applies to both electrical and non-electrical equipment and components.

[SOURCE: EN IEC 60079-0:2018, 3.79]

3.8**maximum surface temperature**

temperature used for marking of the equipment which is the highest temperature that can be attained in service under the most adverse operating conditions (but within the recognized tolerance) by any part or surface of equipment or protective system or component which can produce an ignition of the surrounding explosive atmosphere with an appropriate safety margin

Note 1 to entry: The manufacturer will prescribe the product standard and also in his particular design he should take into account the following other conditions:

- a) fault conditions specified in the standard for the type of protection concerned;
- b) all operating conditions specified in any other standard specified by him including recognized overloads; any other operating condition specified by him.

Note 2 to entry: The relevant surface temperature can be internal or external depending upon the type of protection concerned.

Note 3 to entry: For equipment intended for use in explosive dust atmospheres, the surface temperature is determined without any deposited dust on the equipment. See EN ISO 80079-36:2016, 6.2.7.2.

[SOURCE: EN ISO 80079-36:2016, 3.4]

3.9**wheel**

circular structure able to rotate on an axle, either directly or with the use of bearing(s), with the external part in contact with the ground

[SOURCE: ISO 22877:2004, 1.1.1]

3.10**castor**

assembly comprising a housing, one or more wheels, an axle and, if required, accessories

[SOURCE: ISO 22877:2004, 3.1]

3.11**tyre**

outer part of a wheel, produced from different material from the wheel centre

[SOURCE: ISO 22877:2004, 1.1.6]

EN 1755:2024 (E)**3.12****service brake**

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

EXAMPLE The brake can be electrical, hydraulic or mechanical or a combination of the three.

[SOURCE: ISO 6292:2020, 3.9, modified- “braking system” replaced with “brake”, addition of an example]

3.13**restricted breathing enclosure “nR”**

enclosure that is designed to restrict the entry of gases, vapours and mists

[SOURCE: EN IEC 60079-15:2019, 3.3]

3.14**safety function**

function to be implemented by a safety device, which is intended to achieve or maintain a safe state for the equipment under control (EUC), in respect of ignition hazards

Note 1 to entry: See EN 50495 for the definitions of “safety device”, “safe state” and “equipment under control”.

[SOURCE: EN 50495:2010, 3.7, modified, addition of Note 1 to entry]

3.15**safety shutdown**

shutdown of a truck or a piece of equipment activated by a safety function to prevent potential ignition sources from becoming effective

3.16**normal operation**

operation of equipment conforming electrically and mechanically with its design specification and used within the limits specified by the manufacturer

Note 1 to entry: Failures (such as a breakdown of pump seals, flange gaskets or releases of substances caused by accidents) which involve repair or shut-down are not considered to be part of normal operation.

[SOURCE: EN ISO 80079-36:2016, 3.2]

3.17**malfunction**

equipment, protective systems and components do not perform the intended function

[SOURCE: EN ISO 80079-36:2016, 3.3.1, modified- “with respect to explosion protection” deleted]

3.18**expected malfunction**

disturbance or equipment malfunction which normally occur in practice

[SOURCE: EN ISO 80079-36:2016, 3.3.2]