BS EN ISO 3691-5:2014

Incorporating corrigendum August 2014

BSI Standards Publication

Industrial trucks — Safety requirements and verification

Part 5: Pedestrian-propelled trucks (ISO 3691-5:2014)

National foreword

This British Standard is the UK implementation of EN ISO 3691-5:2014, incorporating corrigendum August 2014. It supersedes BS EN ISO 3691-5:2009 which is withdrawn.

The UK participation in its preparation was entrusted to Technical Committee MHE/7, Industrial trucks.

A list of organizations represented on this committee can be obtained on request to its secretary.

This publication does not purport to include all the necessary provisions of a contract. Users are responsible for its correct application.

Published by BSI Standards Limited 2014

ISBN 978 0 580 87504 5

ICS 53.060

Compliance with a British Standard cannot confer immunity from legal obligations.

This British Standard was published under the authority of the Standards Policy and Strategy Committee on 28 February 2014.

Amendments/corrigenda issued since publication

Date	Text affected
30 September 2014	Implementation of CEN corrigendum August 2014: CEN foreword and Annex ZA updated

EUROPEAN STANDARD

NORME EUROPÉENNE

EUROPÄISCHE NORM

EN ISO 3691-5

February 2014

ICS 53.060

Supersedes EN ISO 3691-5:2009

English Version

Industrial trucks - Safety requirements and verification - Part 5: Pedestrian-propelled trucks (ISO 3691-5:2014)

Chariots de manutention - Exigences de sécurité et vérification - Partie 5: Chariots à conducteur à propulsion manuelle (ISO 3691-5:2014)

Flurförderzeuge - Sicherheitstechnische Anforderungen und Verifizierung - Teil 5: Mitgängerbetriebene Flurförderzeuge (ISO 3691-5:2014)

This European Standard was approved by CEN on 6 January 2014.

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This European Standard exists 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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EUROPEAN COMMITTEE FOR STANDARDIZATION
COMITÉ EUROPÉEN DE NORMALISATION
EUROPÄISCHES KOMITEE FÜR NORMUNG

CEN-CENELEC Management Centre: Avenue Marnix 17, B-1000 Brussels

Foreword

This document (EN ISO 3691-5:2014) 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 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 August 2014, and conflicting national standards shall be withdrawn at the latest by August 2014.

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

This document supersedes EN ISO 3691-5:2009.

For the purposes of global relevance, the requirements of all clauses referring to ISO/TS 3691-7 have been transferred and published as European Standard EN 16307-5, *Industrial trucks – Safety requirements and verification – Part 5: Supplementary requirements for pedestrian-propelled trucks*.

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, see informative Annex ZA, which is an integral part of this document.

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, Slovakia, Slovenia, Spain, Sweden, Switzerland, Turkey and the United Kingdom.

Endorsement notice

The text of ISO 3691-5:2014 has been approved by CEN as EN ISO 3691-5:2014 without any modification.

Annex ZA
(informative)

Relationship between this European Standard and the Essential Requirements of EU Directive 2006/42/EC

This European Standard has been prepared under a mandate given to CEN by the European Commission and the European Free Trade Association to provide a means of conforming to Essential Requirements of the New Approach Machinery Directive 2006/42/EC.

Once this standard is cited in the Official Journal of the European Union under that Directive and has been implemented as a national standard in at least one Member State, compliance with the clauses of this standard with the exclusion of all references to ISO/TS 3691-8 confers, within the limits of the scope of this standard, a presumption of conformity with the relevant Essential Requirements of that Directive and associated EFTA regulations.

WARNING — Other requirements and other EU Directives may be applicable to the product(s) falling within the scope of this standard.

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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.

The procedures used to develop this document and those intended for its further maintenance are described in the ISO/IEC Directives, Part 1. In particular the different approval criteria needed for the different types of ISO documents should be noted. This document was drafted in accordance with the editorial rules of the ISO/IEC Directives, Part 2. www.iso.org/directives

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. Details of any patent rights identified during the development of the document will be in the Introduction and/or on the ISO list of patent declarations received. www.iso.org/patents

Any trade name used in this document is information given for the convenience of users and does not constitute an endorsement.

For an explanation on the meaning of ISO specific terms and expressions related to conformity assessment, as well as information about ISO's adherence to the WTO principles in the Technical Barriers to Trade (TBT) see the following URL: http://www.iso.org/iso/home/standards_development/resources-for-technical-work/foreword.htm

The committee responsible for this document is ISO/TC 110, *Industrial trucks*, Subcommittee SC 2, *Safety of industrial trucks*.

This second edition cancels and replaces the first edition (ISO 3691-5:2009), of which it constitutes a minor revision.

ISO 3691 consists of the following parts, under the general title *Industrial trucks — Safety requirements and verification*:

— *Part 1: Self-propelled industrial trucks, other than driverless trucks, variable-reach trucks and burden-carrier trucks*

— *Part 2: Self-propelled variable-reach trucks*

— *Part 3: Additional requirements for trucks with elevating operator position and trucks specifically designed to travel with elevated loads*

— *Part 5: Pedestrian-propelled trucks*

— *Part 6: Burden and personnel carriers*

— *Part 7: Regional requirements for countries within the European Community* [Technical Specification]

— *Part 8: Regional requirements for countries outside the European Community* [Technical Specification]

Introduction

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

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 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.

The ISO 3691 series of standards covers safety requirements and their verification for industrial trucks as defined in ISO 5053.

Structure

An important step forward in the work on the ISO 3691 series of standards was the agreement to issue a new structure of International Standards for industrial trucks having on one side basic standards for all kinds of trucks (see Foreword) and on the other side independent standards to cover the respective specific functions of industrial trucks, e.g. visibility, noise, vibration, electrical requirements, etc.

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 will have to identify the hazards that apply to his product and carry out a risk assessment. The manufacturer will then need 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 could also arise from foreseeable abnormal situations.

In selecting the most appropriate methods, the manufacturer will need 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 will need to draw the user's attention to ways shown by experience in which the machinery ought not to be used.

This part of ISO 3691 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. Reference will also need to be made to ISO 12100.

Legislative situation/Vienna Agreement

From the very beginning, the task of the working group was to revise ISO 3691:1980 and establish worldwide basic standards to comply with the major legislative regulations in, for example, the EU, Japan, Australia and North America.

Every effort was made to develop a globally relevant International Standard. That goal was achieved with most of the issues. For several potential problem areas compromises were needed and will be needed in the future. Where divergent regional requirements remain, these are addressed by ISO/TS 3691-7 and ISO/TS 3691-8.

In order to ensure that the revised International Standard will be actively used in the ISO member countries, worldwide, procedures are necessary to replace the existing national standards and technical regulations by the revised International Standard. In the European Community, ISO and the European Committee for Standardization (CEN) agreed on technical co-operation under the Vienna Agreement, with the aim of replacing European Standards (EN) by International Standards. Other countries are asked to make similar agreements to ensure that their national standards and technical regulations are replaced by this International Standard.

Only by these actions will there be the guarantee that products in accordance with International Standards can be shipped worldwide freely without any technical barriers.

INTERNATIONAL STANDARD ISO 3691-5:2014(E)

Industrial trucks — Safety requirements and verification —

Part 5: Pedestrian-propelled trucks

1 Scope

This part of ISO 3691 gives safety requirements and the means for their verification for the following types of pedestrian-propelled trucks (hereafter referred to as *trucks*), equipped with load-handling devices for normal industrial duties, e.g. fork arms and platforms, or integrated attachments for special applications:

— pedestrian-propelled straddle stackers,

— pallet stackers,

— industrial trucks with capacities not exceeding 1 000 kg with manual or electrical battery-powered lifting,

— low-lift pallet trucks with lift height up to 300 mm and rated capacity up to 2 300 kg,

— scissor-lift pallet trucks with lift heights up to 1 000 mm or rated capacity up to 1 000 kg with manual or electrical battery-powered lifting.

It is applicable to trucks provided with either manual or electrical battery-powered lifting, operating on smooth, level, hard surfaces.

NOTE On-board battery chargers are considered to be part of the truck. Attachments mounted on the load-carrier or on the fork arms which are removable by the user are not considered to be part of the truck.

This part of ISO 3691 deals with significant hazards, hazardous situations and events relevant to the applicable machines when used as intended and under conditions of misuse which are reasonably foreseeable by the manufacturer (see Annex C).

It does not establish the additional requirements for

a) climatic conditions,

b) operation in severe conditions (e.g. extreme environmental conditions such as freezer applications, high temperatures, corrosive environments, strong magnetic fields),

c) electromagnetic compatibility (emission/immunity),

d) handling of loads the nature of which could lead to dangerous situations (e.g. molten metal, acids/alkalis, radiating materials, especially brittle loads),

e) handling suspended loads which may swing freely handling,

f) use on public roads,

g) direct contact with foodstuffs,

h) operation on gradients or on surfaces other than smooth, level, hard surfaces,

i) lifting systems using belts,