

საქართველოს სტანდარტი

ინდუსტრიული სატვირთო მანქანები- უსაფრთხოების მოთხოვნები და ვერიფიკაცია- ნაწილი 1:თვითმავალი ინდუსტრიული სატვირთო მანქანები, უფრო მეტი ვიდრე უმძლოლო სატვირთო მანქანები, ცვლადი აძწე და მეორეული დატვირთვის სატვირთოები (ისო 3691-1:2011, შესწორება 1:2013 ჩათვლით)

საქართველოს სტანდარტებისა და მეტროლოგიის
ეროვნული სააგენტო
თბილისი

სსტ ენ ისო 3691-1:2015/2019

საინფორმაციო მონაცემები

1 შემუშავებულია საქართველოს სტანდარტების და მეტროლოგიის ეროვნული სააგენტოს სტანდარტების დეპარტამენტის მიერ

2 დამტკიცებულია და შემოღებულია სამოქმედოდ საქართველოს სტანდარტების და მეტროლოგიის ეროვნული სააგენტოს 2019 წლის 20 დეკემბრის № 102 განკარგულებით

3 მიღებულია გარეკანის თარგმნის მეთოდით სტანდარტიზაციის ევროპული კომიტეტის სტანდარტი ენ ისო 3691-1:2015 “ინდუსტრიული სატვირთო მანქანები-უსაფრთხოების მოთხოვნები და ვერიფიკაცია- ნაწილი 1:თვითმავალი ინდუსტრიული სატვირთო მანქანები, უფრო მეტი ვიდრე უმძლოლო სატვირთო მანქანები, ცვლადი ამწე და მეორეული დატვირთვის სატვირთოები (ისო 3691-1:2011, შესწორება 1:2013 ჩათვლით)”

4 პირველად

5 რეგისტრირებულია საქართველოს სტანდარტების და მეტროლოგიის ეროვნული სააგენტოს რეესტრში: 2019 წლის 20 დეკემბერი №268-1.3-016749

დაუშვებელია წინამდებარე სტანდარტის სრული ან ნაწილობრივი კვლავწარმოება, ტირაჟირება და გავრცელება სსიპ საქართველოს სტანდარტებისა და მეტროლოგიის ეროვნული სააგენტოს ნებართვის გარეშე

საინფორმაციო ნაწილი. სრული ტექსტის სანახავად შეიძინეთ სტანდარტი.

English Version

**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)**

Chariots de manutention - Exigences de sécurité et vérification - Partie 1: Chariots de manutention automoteurs, autres que les chariots sans conducteurs, les chariots à portée variable et les chariots transporteurs de charges (ISO 3691-1:2011, y compris Cor 1:2013)

Sicherheit von Flurförderzeugen - Sicherheitsanforderungen und Verifizierung - Teil 1: Motorkraftbetriebene Flurförderzeuge mit Ausnahme von fahrerlosen Flurförderzeugen, Staplern mit veränderlicher Reichweite und Lastentransportfahrzeugen (ISO 3691-1:2011, einschließlich Cor 1:2013)

This European Standard was approved by CEN on 1 June 2015.

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.

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.

CEN members are the national standards bodies of 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 United Kingdom.



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COMITÉ EUROPÉEN DE NORMALISATION
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Contents

Page

European foreword3

Annex ZA (informative) Relationship between this European Standard and the Essential Requirements of EU Directive 2006/42/EC4

საინფორმაციო ნაწილი. სრული ტექსტის სახსრად შეიძინეთ სტანდარტი.

European foreword

The text of ISO 3691-1:2011 including Cor 1:2013 has been prepared by Technical Committee ISO/TC 110 "Industrial trucks" of the International Organization for Standardization (ISO) and has been taken over as EN ISO 3691-1:2015 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 2016, and conflicting national standards shall be withdrawn at the latest by January 2016.

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 3691-1:2012.

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 2006/42/EC.

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 3691-1:2011 including Cor 1:2013 has been approved by CEN as EN ISO 3691-1:2015 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 Directive 2006/42/EC on machinery.

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, except clause 6.2.7 and 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 products falling within the scope of this standard.

საინფორმაციო ნაწილი. სრული ტექსტის სანახავად შეიძინეთ სტანდარტი.

**Industrial trucks — Safety requirements
and verification —**

Part 1:

**Self-propelled industrial trucks, other
than driverless trucks, variable-reach
trucks and burden-carrier trucks**

Chariots de manutention — Exigences de sécurité et vérification —

*Partie 1: Chariots de manutention automoteurs, autres que les chariots
sans conducteur, les chariots à portée variable et les chariots
transporteurs de charges*





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Published in Switzerland

Contents

Page

Foreword	iv
Introduction.....	v
1 Scope	1
2 Normative references	2
3 Terms and definitions	4
4 Safety requirements and/or protective measures.....	6
4.1 General	6
4.2 Starting/moving	7
4.3 Brakes.....	8
4.4 Manual control actuators.....	9
4.5 Power systems and accessories	13
4.6 Systems for lifting and tilting	16
4.7 Operator positions	19
4.8 Stability.....	25
4.9 Protective devices	26
4.10 Visibility and lighting	28
4.11 Environmental conditions	28
4.12 Devices for towing.....	30
5 Verification of safety requirements and/or protective measures	30
5.1 General	30
5.2 Structural tests	30
5.3 Functional verification	31
6 Information for use.....	31
6.1 General	31
6.2 Instruction handbook.....	31
6.3 Marking.....	35
Annex A (normative) Determination of driving direction and rated capacity	38
Annex B (informative) List of significant hazards	41

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 3691-1 was prepared by Technical Committee ISO/TC 110, *Industrial trucks*, Subcommittee SC 2, *Safety of powered industrial trucks*.

This first edition of ISO 3691-1, together with ISO 3691-2, ISO 3691-3, ISO 3691-4, ISO 3691-5, ISO 3691-6, ISO/TS 3691-7 and ISO/TS 3691-8, cancels and replaces ISO 3691:1980, of which it constitutes a technical revision. It also incorporates the Amendment ISO 3691:1980/Amd 1:1983.

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 4: Driverless industrial trucks and their systems*
- *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]*

საინფორმაციო ნაწილი. სრული ტექსტის სახსრად შეიძლება სტანდარტი.

Introduction

General

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

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 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 instructions will need to draw the user's attention to ways shown by experience in which the machinery ought not be used.

ISO 3691-1:2011(E)

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 3691-7:2011 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 will be 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.

საინფორმაციო ნაწილი. სრული ტექსტის სანახავად შეიძინეთ სტანდარტი.