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KONSOLIDEERITUD TEKST**

Aircraft ground support equipment - Specific requirements -
Part 15: Baggage and equipment tractors CONSOLIDATED
TEXT

EESTI STANDARDI EESSÕNA

NATIONAL FOREWORD

Käesolev Eesti standard EVS-EN 12312-15:2006+A1:2009 sisaldab Euroopa standardi EN 12312-15:2006+A1:2009 ingliskeelset teksti.

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English Version

**Aircraft ground support equipment - Specific requirements - Part
15: Baggage and equipment tractors**

Matériel au sol pour aéronefs - Exigences particulières -
Partie 15: Tracteurs à bagages et matériel

Luftfahrt-Bodengeräte - Besondere Anforderungen - Teil
15: Gepäck- und Geräteschlepper

This European Standard was approved by CEN on 28 October 2005 and includes Amendment 1 approved by CEN on 1 March 2009.

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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 Management Centre has the same status as the official versions.

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Foreword

This document (EN 12312-15:2006+A1:2009) has been prepared by Technical Committee CEN/TC 274 "Aircraft ground support equipment", the secretariat of which is held by DIN.

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of an identical text or by endorsement, at the latest by October 2009, and conflicting national standards shall be withdrawn at the latest by December 2009.

This document includes Amendment 1, approved by CEN on 2009-03-01.

This document supersedes EN 12312-15:2006.

The start and finish of text introduced or altered by amendment is indicated in the text by tags $\boxed{A_1}$ $\boxed{A_1}$.

This European Standard 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).

$\boxed{A_1}$ For relationship with EU Directives, see informative Annexes ZA and ZB, which are integral parts of this document. $\boxed{A_1}$

This European Standard is intended for use in conjunction with EN 1915-1.

The Parts of EN 12312 — Aircraft ground support equipment — Specific requirements — are:

- Part 1: Passenger stairs
- Part 2: Catering vehicles
- Part 3: Conveyor belt vehicles
- Part 4: Passenger boarding bridges
- Part 5: Aircraft fuelling equipment
- Part 6: Deicers and deicing/antiicing equipment
- Part 7: Aircraft movement equipment
- Part 8: Maintenance stairs and platforms
- Part 9: Container/Pallet loaders
- Part 10: Container/Pallet transfer transporters
- Part 11: Container/Pallet dollies and loose load trailers
- Part 12: Potable water service equipment
- Part 13: Lavatory service equipment
- Part 14: Disabled/Incapacitated passenger boarding equipment
- Part 15: Baggage and equipment tractors
- Part 16: Air start equipment
- Part 17: Air conditioning equipment
- Part 18: Nitrogen or Oxygen units
- Part 19: Aircraft jacks, axle jacks and hydraulic tail stanchions
- Part 20: Electrical ground power units

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, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden, Switzerland and United Kingdom.

Introduction

This European Standard defines health and safety requirements as well as some functional and performance requirements for baggage and equipment tractors intended for towing equipment and baggage/cargo trailers on airports.

The minimum essential criteria are considered to be of primary importance in providing safe, serviceable, economical and practical baggage and equipment tractors. Deviations from the recommended criteria should occur only after careful consideration, extensive testing, risk assessment and thorough in service evaluation have shown alternative methods or conditions to be satisfactory.

This European Standard is a Type C standard as stated in **EN ISO 12100 A1**.

The machinery concerned and the extent to which hazards, hazardous situations and events are covered are indicated in the scope of this European Standard.

When provisions of this type C standard are different from those stated in type A or B standards, the provisions of this type C standard take precedence over the provisions of the other standards, for machines that have been designed and built according to the provisions of this type C standard.

1 Scope

This European Standard specifies the technical requirements to minimise the hazards listed in Clause 4 which can arise during the commissioning, operation and maintenance of baggage and equipment tractors, when used as intended and under the conditions of misuse which are reasonably foreseeable by the manufacturer or his authorised representative. It also takes into account some performance requirements recognised as essential by authorities, aircraft and ground support equipment (GSE) manufacturers as well as airlines and handling agencies.

This European Standard applies to self-propelled baggage and equipment tractors with driver accommodation.

Examples of some typical baggage and equipment tractors are shown in Annex A.

This European Standard does not apply to pedestrian controlled equipment.

Noise and vibration are dealt with respectively in EN 1915-4 and EN 1915-3.

This European Standard does not deal with hazards in respect to a standard automotive chassis and from other vehicles on the apron.

This Part of EN 12312 is not applicable to baggage and equipment tractors manufactured before the date of publication by CEN of this standard.

[A1] This part of EN 12312 is intended to be used in conjunction with EN 1915-1, EN 1915-2, EN 1915-3 (for vehicles) and EN 1915-4. **[A1]**

2 Normative references

The following referenced documents are indispensable for the application of this European Standard. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

[A1] *deleted text* **[A1]**

EN 1050:1996, *Safety of machinery — Principles for risk assessment*

[A1] EN 1175-1 **[A1]**, *Safety of industrial trucks — Electrical requirements — Part 1: General requirements for battery powered trucks*

[A1] EN 1175-2 **[A1]**, *Safety of industrial trucks — Electrical requirements — Part 2: General requirements of internal combustion engine powered trucks*

[A1] EN 1175-3 **[A1]**, *Safety of industrial trucks — Electrical requirements — Part 3: Specific requirements for the electric power transmission systems of internal combustion engine powered trucks*

[A1] EN 1726-1 **[A1]**, *Safety of industrial trucks — Self-propelled trucks up to and including 10 000 kg capacity and industrial tractors with a drawbar pull up to and including 20 000 N — Part 1: General requirements*

EN 1915-1:2001, *Aircraft ground support equipment — General requirements — Part 1: Basic safety requirements*

[A1] EN 1915-2 **[A1]**, *Aircraft ground support equipment — General requirements — Part 2: Stability and strength requirements, calculations and test methods*

[A1] EN 1915-3 **[A1]**, *Aircraft ground support equipment — General requirements — Part 3: Vibration measurement methods and reduction*

EN 1915-4, *Aircraft ground support equipment — General requirements — Part 4: Noise measurement methods and reduction*

EN ISO 2860, *Earth moving machinery — Minimum access dimensions (ISO 2860:1992)*

EN ISO 2867, *Earth-moving machinery — Access systems (ISO 2867:2006)*

EN ISO 12100-1:2003, *Safety of machinery — Basic concepts, general principles for design — Part 1: Basic terminology, methodology (ISO 12100-1:2003)*

EN ISO 12100-2:2003, *Safety of machinery — Basic concepts, general principles for design — Part 2: Technical principles (ISO 12100-2:2003)*

EN ISO 13850:2008, *Safety of machinery — Emergency stop — Principles for design (ISO 13850:2006)*

EN ISO 21281:2005, *Construction and layout of pedals of self-propelled sit-down rider-controlled industrial trucks — Rules for the construction and layout of pedals (ISO 21281:2005)*

3 Terms and definitions

For the purposes of this European Standard, the terms and definitions given in EN ISO 12100:2003 and EN 1915-1:2001 and the following apply.

3.1

baggage and equipment tractor

industrial truck, travelling on the ground, intended for use on airports, fitted with coupling means and specially designed to draw trailers

3.2

rated drawbar pull

horizontal drawbar pull at the coupling, given in Newtons, as intended by the manufacturer, that the tractor can develop at a specified coupling height whilst travelling on a smooth, dry and horizontal concrete surface

- for tractors powered by an internal combustion engine: whilst moving at a uniform speed of not less than 10 % of the rated no-load speed;
- for battery powered tractors: which can be sustained continuously for a period of one hour

NOTE When establishing the rated drawbar pull, an operator's mass of 90 kg should be taken into account.

4 List of significant hazards

The list of risks and hazards (see Annex B) is based on EN 1050:1996. This list contains all the specific hazards, hazardous situations and events, additional to those of EN 1915 series, as far as they are dealt with in this European Standard, identified by risk assessment as significant for baggage and equipment tractors and which require action to eliminate or reduce the risk.

5 Safety requirements and/or measures

5.1 General requirements

5.1.1 Baggage and equipment tractors shall conform to the relevant requirements of EN 1915-1, EN 1915-2, EN 1915-3 and EN 1915-4 unless otherwise specified in this standard. They shall also conform to the specific requirements of this European Standard.