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Erinõuded. Osa 2: Pardatoitlustussõidukid**

**Aircraft ground support equipment - Specific  
requirements - Part 2: Catering vehicles**

## EESTI STANDARDI EESSÕNA

## NATIONAL FOREWORD

See Eesti standard EVS-EN 12312-2:2014 sisaldab Euroopa standardi EN 12312-2:2014 inglisekeelset teksti.	This Estonian standard EVS-EN 12312-2:2014 consists of the English text of the European standard EN 12312-2:2014.
Standard on jõustunud sellekohase teate avaldamisega EVS Teatajas.	This standard has been endorsed with a notification published in the official bulletin of the Estonian Centre for Standardisation.
Euroopa standardimisorganisatsioonid on teinud Euroopa standardi rahvuslikele liikmetele kättesaadavaks 02.04.2014.	Date of Availability of the European standard is 02.04.2014.
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English Version

## Aircraft ground support equipment - Specific requirements - Part 2: Catering vehicles

Matériel au sol pour aéronefs - Exigences particulières -  
Partie 2: Camions commissariat

Luftfahrt-Bodengeräte - Besondere Anforderungen - Teil 2:  
Catering-Hubfahrzeuge

This European Standard was approved by CEN on 3 February 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  
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CEN-CENELEC Management Centre: Avenue Marnix 17, B-1000 Brussels

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## Foreword

This document (EN 12312-2:2014) 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of an identical text or by endorsement, at the latest by October 2014, and conflicting national standards shall be withdrawn at the latest by October 2014.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 12312-2:2002+A1:2009.

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.

EN 12312, *Aircraft ground support equipment — Specific requirements*, consists of the following parts:

- *Part 1: Passenger stairs;*
- *Part 2: Catering vehicles (this document);*
- *Part 3: Conveyor belt vehicles;*
- *Part 4: Passenger boarding bridges;*
- *Part 5: Aircraft fuelling equipment;*
- *Part 6: Deicers and deicing/antiicing equipment;*
- *Part 7: Air-craft 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 vehicles;*
- *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.*

The main changes compared to the previous version are the following:

- a) A1:2009 was incorporated;
- b) the Introduction was updated;
- c) the Scope was updated;
- d) Clause 2, *Normative references*, was updated;
- e) Clause 3, *Terms and definitions*, was updated and six terms and definitions were added;
- f) List of hazards was moved to Annex A, consequently the following annexes have been renumbered;
- g) Clause 5, *Safety requirements and/or measures*, was completely revised and changed;
- h) 5.10, *Lifting loading platform for upper deck operation*, was deleted;
- i) 5.5, *Safeguards against falling*, and 5.6, *Means of access*, and 5.10, *Transfer plate*, were inserted, consequently the following subclauses have been renumbered;
- j) Clause 6, *Information for use*, was changed;
- k) Clause 7, *Verification of requirements*, was changed;
- l) Annex A, *Examples of different catering vehicles*, was deleted and replaced with Annex A, *List of Hazards*;
- m) Annex C, *Critical area between van body and loading platform*, was re-numbered Annex B;
- n) Annex D, *Loading control*, was re-numbered Annex C;
- o) Annex ZA referring to the Machinery directive 98/37/EC was replaced by Annex ZA referring to the new Machinery directive 2006/42/EC;
- p) the Bibliography was updated.

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.

## Introduction

This European Standard specifies health and safety requirements, as well as some functional and performance requirements, for catering vehicles intended for cabin re-supply and servicing or loading and unloading of catering equipment and supplies on all aircraft types commonly in service in civil air transport.

The minimum essential criteria are considered to be of primary importance in providing safe, serviceable, economical, and practical catering vehicles. Deviations from the recommended criteria should occur only after careful consideration, extensive testing, risk assessment and thorough service evaluation have shown alternative methods or conditions to be satisfactory. Such deviations are outside the scope of this standard and a manufacturer should be able to demonstrate an equivalent level of protection.

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

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

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. Deviations from requirements do not fall within the presumption of conformity given by the standard.

## 1 Scope

This European Standard specifies the technical requirements to minimize the hazards listed in Clause 4 which can arise during the commissioning, the operation and the maintenance of catering vehicles when used as intended, including misuse reasonably foreseeable by the manufacturer, when carried out in accordance with the specifications given by the manufacturer or his authorized representative. It also takes into account some requirements recognized 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 catering vehicles, with seated driver, equipped with a liftable van body.

This European Standard may be applied to catering vehicles used for other purposes provided that a suitable risk assessment is carried out to identify additional hazards or limitations in the requirements of this standard for a particular application. Similar vehicles e.g. cleaning equipment, equipment used for the exchange of aircraft seats, are also covered by this European Standard.

This European Standard does not establish requirements for noise and vibration.

NOTE EN 1915-3 and EN 1915-4 provide the general GSE noise and vibration requirements.

This European Standard does not apply to pneumatic systems.

This European Standard does not apply to unmodified automotive parts approved for public vehicles in the EU and EFTA., when used on a catering vehicle for the purpose for which they are designed.

This part of EN 12312 is not applicable to catering vehicles which are manufactured before the date of publication of this standard by CEN.

This part of EN 12312 when used in conjunction with EN 1915-1, EN 1915-2, EN 1915-3 and EN 1915-4 provides the requirements for catering vehicles.

## 2 Normative references

The following documents, in whole or in part, are normatively referenced in this document and are indispensable for its application. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

EN 1756-1, *Tail lifts — Platform lifts for mounting on wheeled vehicles — Safety requirements — Part 1: Tail lifts for goods*

EN 1837, *Safety of machinery — Integral lighting of machines*

EN 1915-1:2013, *Aircraft ground support equipment - General requirements - Part 1: Basic safety requirements*

EN 1915-2:2001+A1:2009, *Aircraft ground support equipment - General requirements - Part 2: Stability and strength requirements, calculations and test methods*

EN 1915-3, *Aircraft ground support equipmentGeneral requirementsPart 3: Vibration measurement methods and reduction*

EN 1915-4, *Aircraft ground support equipmentGeneral requirementsPart 4: Noise measurement methods and reduction*



EN 12195-1, *Load restraining on road vehicles - Safety - Part 1: Calculation of securing forces*

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

EN ISO 13732-1, *Ergonomics of the thermal environment - Methods for the assessment of human responses to contact with surfaces - Part 1: Hot surfaces (ISO 13732-1)*

EN ISO 13849-1:2008, *Safety of machinery - Safety-related parts of control systems - Part 1: General principles for design (ISO 13849-1:2006)*

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

EN ISO 13857:2008, *Safety of machinery - Safety distances to prevent hazard zones being reached by upper and lower limbs (ISO 13857:2008)*

ISO 4116, *Air cargo equipment — Ground equipment requirements for compatibility with aircraft unit load devices*

ISO 7718-1, *Aircraft — Passenger doors interface requirements for connection of passenger boarding bridge — Part 1: Main deck doors*

ISO 7718-2, *Aircraft — Passenger doors interface requirements for connection of passenger boarding bridge — Part 2: Upper deck doors*

ISO 11228-1, *Ergonomics — Manual handling — Part 1: Lifting and carrying*

ISO 16004, *Aircraft ground equipment — Passenger boarding bridge or transfer vehicle — Requirements for interface with aircraft doors*

DIN 51130:2004, *Testing of floor coverings — Determination of the anti-slip property — Workrooms and fields of activities with slip danger, walking method — Ramp test*

### 3 Terms and definitions

For the purposes of this document, the terms and definitions given in EN ISO 12100:2010 and EN 1915-1:2013 and the following apply.

#### 3.1

##### **van body**

enclosed body for carrying loads

#### 3.2

##### **loading platform**

elevating platform for transshipment between van body and aircraft

#### 3.3

##### **walking area**

safe areas where walking is permitted

#### 3.4

##### **restraint device**

components for preventing movement of load inside the van body