

**Maastikusõidukid. Ohutusnõuded ja katsemeetodid**

**All terrain vehicles (ATVs - Quads) - Safety requirements and test methods**

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## EESTI STANDARDI EESSÕNA

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See Eesti standard EVS-EN 15997:2011 sisaldab Euroopa standardi EN 15997:2011 ingliskeelset teksti.	This Estonian standard EVS-EN 15997:2011 consists of the English text of the European standard EN 15997:2011.
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 30.11.2011.	Date of Availability of the European standard is 30.11.2011.
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English Version

## All terrain vehicles (ATVs - Quads) - Safety requirements and test methods

Véhicules tout terrain (ATV - Quads) - Exigences de sécurité et méthodes d'essai

Geländegängige Fahrzeuge (ATV - Quads) - Sicherheitstechnische Anforderungen und Prüfverfahren

This European Standard was approved by CEN on 15 October 2011.

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COMITÉ EUROPÉEN DE NORMALISATION  
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## Foreword

This document (EN 15997:2011) has been prepared by Technical Committee CEN/TC 354 "Ride-on, motorized vehicles intended for the transportation of persons and goods and not intended for use on public roads - Safety requirements", the secretariat of which is held by AFNOR.

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of an identical text or by endorsement, at the latest by May 2012, and conflicting national standards shall be withdrawn at the latest by May 2012.

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.

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, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden, Switzerland and the United Kingdom.

## Introduction

This document is a type C standard as stated in EN ISO 12100 (all parts).

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 which are 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 applies to “All Terrain Vehicles” or “ATVs” as defined in Clause 3 using liquid fuels (e.g. petrol, diesel). This European Standard does not deal with requirements relating to use on public roads <sup>1)</sup>.

This European Standard is not dealing with:

- ATVs exclusively intended for competition <sup>2)</sup>;
- agricultural and forestry tractors coming under the Directive 2003/37/EC;
- accessories for additional functions (towing hook and load carrying provisions remaining within the vertical projection onto the ground of the vehicle without these load carrying provisions are not considered as accessories);
- the additional hazards due to the use of the ATV on public roads;
- the additional hazards due to the use of remote control.

This European Standard deals with all significant hazards, hazardous situations and events relevant to ATVs, when they are used as intended and under conditions of misuse which are reasonably foreseeable by the manufacturer (see Clause 4). It deals with the significant hazards during the whole lifecycle of the product as defined in 5.3 of EN ISO 12100-1:2003.

This European Standard is not applicable to ATVs which are manufactured before the date of its publication as EN.

NOTE For the purpose of this document, any reference to the vehicle should be regarded as a reference as a machine.

## 2 Normative references

The following referenced documents are indispensable for the application 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 614-1, *Safety of machinery — Ergonomic design principles — Part 1: Terminology and general principles*

EN 953, *Safety of machinery — Guards — General requirements for the design and construction of fixed and movable guards*

CEN/TR 15172-1, *Whole-body vibration — Guidelines for vibration hazards reduction — Part 1: Engineering methods by design of machinery*

EN 61310-1, *Safety of machinery — Indication, marking and actuation — Part 1: Requirements for visual, acoustic and tactile signals (IEC 61310-1:2007)*

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1) In general vehicles intended for use on public roads have to fulfil specific requirements and require official “type-approval”.

2) The main criterion to be applied to judge whether vehicles are to be considered as exclusively intended for competition is whether they are designed according to the technical specifications laid down by one of the officially recognised racing associations.

EN ISO 3744, *Acoustics — Determination of sound power levels and sound energy levels of noise sources using sound pressure — Engineering methods for an essentially free field over a reflecting plane (ISO 3744:2010)*

EN ISO 4871:2009, *Acoustics — Declaration and verification of noise emission values of machinery and equipment (ISO 4871:1996)*

EN ISO 11201, *Acoustics — Noise emitted by machinery and equipment — Determination of emission sound pressure levels at a work station and at other specified positions in an essentially free field over a reflecting plane with negligible environmental corrections (ISO 11201:2010)*

EN ISO 11688-1, *Acoustics — Recommended practice for the design of low-noise machinery and equipment — Part 1: Planning (ISO/TR 11688-1:1995)*

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

ISO 29802, *All terrain (AT) tyres and rims — Symbol marked pneumatic tyres on 5 degrees tapered rims — Designation, dimension, marking and load ratings*

CR 1030-1, *Hand-arm vibration — Guidelines for vibration hazards reduction — Part 1: Engineering methods by design of machinery*

### 3 Terms and definitions

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

**3.1 all-terrain vehicle (ATV)**  
motorised vehicle, propelled by an internal combustion engine with liquid fuel, intended primarily to travel on unpaved surfaces on four wheels with low-pressure tyres, having a seat designed to be straddled by the rider and handlebars for steering, and subdivided into two types as designated by the manufacturer

**3.1.1 ATV Type I**  
ATV intended for use by a single rider and no passenger and further identified by four intended usage categories as follows:

**3.1.1.1 ATV Type I category G (General Use Model)**  
ATV Type I intended for recreational and/or utility use by a rider age 16 or older

**3.1.1.2 ATV Type I category S (Sport Model)**  
ATV Type I intended for recreational use by an experienced rider, age 16 or older

**3.1.1.3 ATV Type I category Y (Youth Model)**  
ATV Type I of appropriate size intended for recreational use under adult supervision by a rider under age 16 and further categorized as follows: