

**Tuletõrje- ja päästeteenistuse sõidukid. Osa 2:  
Üldnõuded. Ohutus ja jõudlus**

Firefighting and rescue service vehicles - Part 2: Common requirements - Safety and performance

## EESTI STANDARDI EESSÕNA

## NATIONAL FOREWORD

Käesolev Eesti standard EVS-EN 1846-2:2009 sisaldab Euroopa standardi EN 1846-2:2009 ingliskeelset teksti.

Standard on kinnitatud Eesti Standardikeskuse 30.10.2009 käskkirjaga ja jõustub sellekohase teate avaldamisel EVS Teatajas.

Euroopa standardimisorganisatsioonide poolt rahvuslikele liikmetele Euroopa standardi teksti kättesaadavaks tegemise kuupäev on 05.08.2009.

Standard on kättesaadav Eesti standardiorganisatsioonist.

This Estonian standard EVS-EN 1846-2:2009 consists of the English text of the European standard EN 1846-2:2009.

This standard is ratified with the order of Estonian Centre for Standardisation dated 30.10.2009 and is endorsed with the notification published in the official bulletin of the Estonian national standardisation organisation.

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English Version

## Firefighting and rescue service vehicles - Part 2: Common requirements - Safety and performance

Véhicules des services de secours et de lutte contre l'incendie - Partie 2 : Prescriptions communes - Sécurité et performances

Feuerwehrfahrzeuge - Teil 2: Allgemeine Anforderungen - Sicherheit und Leistung

This European Standard was approved by CEN on 3 July 2009.

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## Foreword

This document (EN 1846-2:2009) has been prepared by Technical Committee CEN/TC 192 "Fire service equipment", 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of an identical text or by endorsement, at the latest by February 2010, and conflicting national standards shall be withdrawn at the latest by February 2011.

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 1846-2:2001.

This European Standard contains requirements common to fire fighting and rescue vehicles. Additional requirements are given for specific types of fire fighting and rescue vehicles in EN 1777, EN 14043 and EN 14044. These additional requirements supplement or modify the requirements of this European Standard. Compliance with the requirements of EN 1777, EN 14043 or EN 14044 and this European Standard is required to achieve conformity with the essential health and safety requirements of the Directives concerned.

Additional requirements may be necessary for vehicles operating outside the limits of this European Standard e.g. the operating temperature range specified in the scope, fires in the natural environment and flooding. These additional requirements should be agreed between the vehicle manufacturer and the user. Such requirements are outside the scope of this European Standard and compliance with this European Standard will not give conformity with the essential health and safety requirements of the Directives concerned for the related hazards.

Following a request from CEN/TC 192, CEN has agreed to defer the date of withdrawal of EN 1846-2 and its amendments for a transitional period of 18 months.

EN 1846 "Firefighting and rescue service vehicles" is composed of three parts:

- Part 1: *Nomenclature and designation*;
- Part 2: *Common requirements - Safety and performance*;
- Part 3: *Permanently installed equipment - Safety and performance*.

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 EC Directives 98/37/EC and 2006/42/EC.

For relationship with EC Directives 98/37/EC and 2006/42/EC, see informative Annexes ZA and ZB, which are integral parts 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, 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 European Standard has been prepared as a harmonised standard to provide one means of conformity with the essential safety requirements of the Machinery Directive and associated EFTA Regulations.

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 events are covered are indicated in the scope of this part of this European Standard.

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.

This European Standard also deals with the performance requirements which are common to all firefighting and rescue service vehicles as defined in the scope.

## 1 Scope

**1.1** This European Standard specifies the common requirements for safety and the (minimum) common performance requirements of firefighting and rescue service vehicles as designated in EN 1846-1.

NOTE 1 Categories and mass classes of these vehicles are given in EN 1846-1.

When drafting this European Standard it has been assumed that the finished standard automotive chassis (or the chassis designed in accordance with the same principles) that is the basis for the firefighting or rescue vehicle, offers an acceptable safety level for its basic transport functions within the limits specified by the manufacturer. Therefore, this European Standard does not formulate requirements for this chassis.

This European Standard deals with all significant hazards, hazardous situations and events relevant to firefighting and rescue service vehicles, when they are used as intended and under the conditions of misuse which are reasonably foreseeable by the manufacturer (see Clause 4).

Complementary specific requirements for aerial appliances are the subject of the following European Standards:

- EN 1777: Hydraulic platforms (HPs) for fire fighting and rescue services,
- EN 14043: Turntable ladders with combined movements,
- EN 14044: Turntable ladders with sequential movements.

These specific requirements may supplement or modify the requirements of this document and they take precedence over the corresponding requirements of this document.

NOTE 2 Additional regulations, not dealt with in this document, may apply in relation with the use of the vehicles on public roads.

This European Standard deals with firefighting and rescue vehicles intended for use in a temperature range from  $-15\text{ °C}$  to  $+35\text{ °C}$ .

NOTE 3 In the case of utilisation outside this temperature range, additional measures may be necessary as agreed between the manufacturer and the user. Such requirements are outside the scope of this European Standard.

**1.2** This European Standard does not deal with the following types of fire-fighting or rescue vehicles or equipment:

- vehicles designed exclusively for carrying personnel;
- vehicles with a gross laden mass not exceeding 3 t;
- boats;
- aircraft;
- railway vehicles;
- ambulances (see EN 1789);
- provisions for removable equipment driven by PTO;
- airport vehicles in the scope of the recommendations of the International Civil Aviation Organisation (ICAO).

**1.3** This European Standard deals with the technical requirements to minimise the hazards listed in Clause 4 which can arise during operational use, routine checking and maintenance of firefighting and rescue service vehicles when carried out in accordance with the specifications given by the manufacturer or his authorised representative.

It does not cover the hazards generated by:

- non-permanently installed equipment i.e. portable equipment carried on the vehicle;
- use in potentially explosive atmospheres;
- commissioning and decommissioning;
- electromagnetic compatibility.

Additional measures not dealt with in this European Standard may be necessary for specific use (e.g. fire in natural environment, flooding, etc.).

**1.4** This European Standard is not applicable to machines that are manufactured before its date of publication as a European Standard.

## 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 659, *Protective gloves for firefighters*

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

EN 981, *Safety of machinery – System of auditory and visual danger and information signals*

EN 1846-1:1998, *Firefighting and rescue service vehicles – Part 1: Nomenclature and designation*

EN 60204-1:2006, *Safety of machinery – Electrical equipment of machines – Part 1: General requirements (IEC 60204-1:2005, modified)*

FprCEN/TS 15989<sup>1</sup>, *Firefighting vehicles and equipment – Symbols for operator controls and other displays*

EN ISO 3744:1995, *Acoustics – Determination of sound power levels of noise sources using sound pressure–Engineering method in an essentially free field over a reflecting plane (ISO 3744:1994)*

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

EN ISO 5353, *Earth moving machinery, and tractors and machinery for agriculture and forestry – Seat index point (ISO 5353:1995)*

EN ISO 11201, *Acoustics – Noise emitted by machinery and equipment – Measurement of emission sound pressure levels at a work station and at other specified positions – Engineering method in an essentially free field over a reflecting plane (ISO 11201:1995)*

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

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<sup>1</sup> In preparation.



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

EN ISO 14121-1:2007, *Safety of machinery – Risk assessment – Part 1: Principles (ISO 14121-1:2007)*

ISO 3864-1:2002, *Graphical symbols - Safety colours and safety signs – Part 1. Design principles for safety signs in workplaces and public areas*

IEC 60364-7-717, *Electrical installations of buildings – Part 7-717: Requirements for special installations or locations; Mobile or transportable units*

### 3 Terms and definitions, symbols and abbreviated terms

For the purposes of this document, the terms and definitions given in EN ISO 12100-1:2003 and EN 1846-1:1998 and the following apply.

#### 3.1

##### **unladen mass**

mass of the vehicle, including the driver (75 kg) and all items needed to operate the vehicle including a full capacity of cooling water, fuel and oil and all permanently installed equipment, but excluding the spare wheel and extinguishing agents

#### 3.2

##### **gross laden mass**

##### **GLM**

unladen vehicle mass as defined in 3.1, plus the mass of the remainder of the crew, calculated as 90 kg for each crew member and his personal equipment, and additional 15 kg for the driver's personal equipment for which the vehicle is designed and the mass of the extinguishing agents and other equipment to be carried

#### 3.3

##### **permissible total laden mass**

##### **PTLM**

maximum permitted gross laden mass as declared by the chassis manufacturer

NOTE See European Directive 70/156/EEC.

#### 3.4

##### **approach angle**

$\alpha$

angle between the horizontal ground contact plane and the plane tangent to the tyres of the front wheels, such that no rigid part ahead of the first axle of the vehicle is located between these planes, measured when the vehicle is at its gross laden mass

NOTE See Figure 1

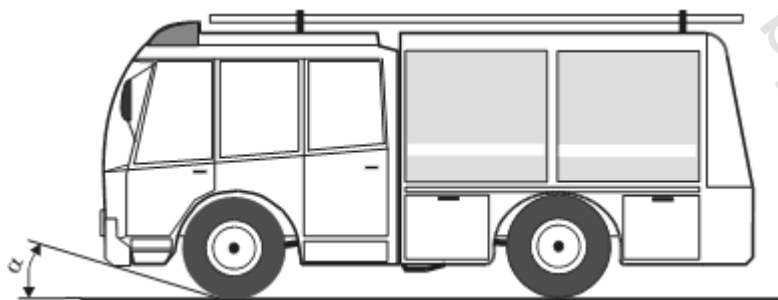


Figure 1