

Industrial trucks - Safety requirements and verification
- Part 6: Burden and personnel carriers (ISO
3691-6:2013)

EESTI STANDARDI EESSÕNA

NATIONAL FOREWORD

See Eesti standard EVS-EN ISO 3691-6:2015 sisaldab Euroopa standardi EN ISO 3691-6:2015 ingliskeelset teksti.	This Estonian standard EVS-EN ISO 3691-6:2015 consists of the English text of the European standard EN ISO 3691-6:2015.
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 28.10.2015.	Date of Availability of the European standard is 28.10.2015.
Standard on kättesaadav Eesti Standardikeskusest.	The standard is available from the Estonian Centre for Standardisation.

Tagasisidet standardi sisu kohta on võimalik edastada, kasutades EVS-i veebilehel asuvat tagasiside vormi või saates e-kirja meiliaadressile standardiosakond@evs.ee.

ICS 53.060

Standardite reprodutseerimise ja levitamise õigus kuulub Eesti Standardikeskusele

Andmete paljundamine, taastekitamine, kopeerimine, salvestamine elektroonsesse süsteemi või edastamine ükskõik millises vormis või millisel teel ilma Eesti Standardikeskuse kirjaliku loata on keelatud.

Kui Teil on küsimusi standardite autorikaitse kohta, võtke palun ühendust Eesti Standardikeskusega:

Aru 10, 10317 Tallinn, Eesti; koduleht www.evs.ee; telefon 605 5050; e-post info@evs.ee

The right to reproduce and distribute standards belongs to the Estonian Centre for Standardisation

No part of this publication may be reproduced or utilized in any form or by any means, electronic or mechanical, including photocopying, without a written permission from the Estonian Centre for Standardisation.

If you have any questions about copyright, please contact Estonian Centre for Standardisation:

Aru 10, 10317 Tallinn, Estonia; homepage www.evs.ee; phone +372 605 5050; e-mail info@evs.ee

English Version

**Industrial trucks - Safety requirements and verification -
Part 6: Burden and personnel carriers (ISO 3691-6:2013)**

Chariots de manutention - Exigences de sécurité et
vérification - Partie 6: Transporteurs de charges et de
personnel (ISO 3691-6:2013)

Flurförderzeuge - Sicherheitstechnische
Anforderungen und Verifizierung - Teil 6: Lasten- und
Personentransportfahrzeuge (ISO 3691-6:2013)

This European Standard was approved by CEN on 7 October 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.



EUROPEAN COMMITTEE FOR STANDARDIZATION
COMITÉ EUROPÉEN DE NORMALISATION
EUROPÄISCHES KOMITEE FÜR NORMUNG

CEN-CENELEC Management Centre: Avenue Marnix 17, B-1000 Brussels

European foreword

The text of ISO 3691-6:2013 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 3691-6:2015 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 April 2016, and conflicting national standards shall be withdrawn at the latest by April 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 3691-6:2013.

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.

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 3691-6:2013 has been approved by CEN as EN ISO 3691-6:2015 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 6.2.5 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 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.

Contents

Page

Foreword	iv
Introduction	v
1 Scope	1
2 Normative references	1
3 Terms and definitions	2
4 Safety requirements and/or protective measures	3
4.1 General	3
4.2 Starting/moving	3
4.3 Brakes	4
4.4 Manual control actuators	4
4.5 Power systems and accessories	7
4.6 Operator and passenger positions	10
4.7 Stability	12
4.8 Protective devices	12
4.9 Visibility/lighting	13
4.10 Environmental conditions	14
4.11 Transport	15
5 Verification of safety requirements and/or protective measures	15
5.1 General	15
5.2 Functional verification	15
6 Information for use	16
6.1 General	16
6.2 Instruction handbook(s)	16
6.3 Marking	19
Annex A (informative) List of significant hazards	21
Bibliography	26

Introduction

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

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

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 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 are 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.

Industrial trucks — Safety requirements and verification —

Part 6: Burden and personnel carriers

1 Scope

This part of ISO 3691 gives safety requirements and the means for their verification for self-propelled carriers designed for carrying burdens without lifting, as defined in ISO 5053, and/or personnel carriers, having three or more wheels, a maximum speed not exceeding 56 km/h and a load capacity not exceeding 5 000 kg (hereafter referred to as *carriers* or *trucks*).

This part of ISO 3691 is applicable to trucks equipped with a platform (which can be tilting) for the purpose of carrying materials or with a number of seats for the purpose of transporting passengers.

It is not applicable to

- vehicles intended primarily for earth-moving or over-the-road hauling,
- driverless trucks,
- golf cars,
- tractors with a drawbar pull up to and including 20 000 N equipped with a platform for the purpose of carrying materials.

This part of ISO 3691 deals with all significant hazards, hazardous situations or hazardous events, as listed in [Annex A](#), relevant to the applicable machines when used as intended and under conditions of misuse which are reasonably foreseeable by the manufacturer.

It does not establish requirements for hazards that can occur when using trucks on public roads or when operating in potentially explosive atmospheres.

Regional requirements, additional to the requirements given in this part of ISO 3691, are addressed in ISO/TS 3691-7 and ISO/TS 3691-8.

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.

ISO 2867:2011, *Earth moving machinery — Access systems*

ISO 3287:1999, *Powered industrial trucks — Symbols for operator controls and other displays*

ISO 3411:2007, *Earth-moving machinery — Physical dimensions of operators and minimum operator space envelope*

ISO 3795:1989, *Road vehicles, and tractors and machinery for agriculture and forestry — Determination of burning behaviour of interior materials*

ISO 5010:2007, *Earth-moving machinery — Rubber-tyred machines — Steering requirements*