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Safety of industrial trucks - Test methods for  
measuring noise emissions CONSOLIDATED TEXT

## EESTI STANDARDI EESSÕNA

## NATIONAL FOREWORD

<p>Käesolev Eesti standard EVS-EN 12053:2002+A1:2008 sisaldab Euroopa standardi EN 12053:2001+A1:2008 ingliskeelset teksti.</p> <p>Standard on kinnitatud Eesti Standardikeskuse 18.08.2008 käskkirjaga ja jõustub sellekohase teate avaldamisel EVS Teatajas.</p> <p>Euroopa standardimisorganisatsioonide poolt rahvuslikele liikmetele Euroopa standardi teksti kättesaadavaks tegemise kuupäev on 23.07.2008.</p> <p>Standard on kättesaadav Eesti standardiorganisatsioonist.</p>	<p>This Estonian standard EVS-EN 12053:2002+A1:2008 consists of the English text of the European standard EN 12053:2001+A1:2008.</p> <p>This standard is ratified with the order of Estonian Centre for Standardisation dated 18.08.2008 and is endorsed with the notification published in the official bulletin of the Estonian national standardisation organisation.</p> <p>Date of Availability of the European standard text 23.07.2008.</p> <p>The standard is available from Estonian standardisation organisation.</p>
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English Version

## Safety of industrial trucks - Test methods for measuring noise emissions

Sécurité des chariots de manutention - Méthodes d'essai  
pour le mesurage des émissions de bruit

Sicherheit von Flurförderzeugen - Verfahren für die  
Messung der Geräuschemission

This European Standard was approved by CEN on 19 February 2001 and includes Corrigendum 1 issued by CEN on 24 July 2002 and Amendment 1 approved by CEN on 15 June 2008.

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 Management Centre or to any CEN member.

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## Foreword

This document (EN 12053:2001+A1:2008) has been prepared 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of an identical text or by endorsement, at the latest by January 2009, and conflicting national standards shall be withdrawn at the latest by January 2009.

This document includes Amendment 1, approved by CEN on 2008-06-15.

This document supersedes EN 12053:2001.

The start and finish of text introduced or altered by amendment is indicated in the text by tags  $\boxed{A1}$   $\boxed{A1}$ .

The modifications of the related CEN Corrigendum have been implemented at the appropriate places in the text and are indicated by the tags  $\boxed{AC}$   $\boxed{AC}$ .

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).

$\boxed{A1}$  For relationship with EU Directive(s), see informative Annexes ZA and ZB, which are integral parts of this document.  $\boxed{A1}$

$\boxed{A1}$  The determination of noise emission values is a prerequisite for a manufacturer to assess the noise reduction obtained at the design stage.  $\boxed{A1}$

This European Standard is one of a series of European Standards for the safety of Industrial trucks.

- |                |  |
|----------------|--|
| EN 1175-1:1998 | Safety of Industrial trucks - Electrical requirements - Part 1: General requirements for battery-powered trucks  |
| EN 1175-2:1998 | Safety of Industrial trucks - Electrical requirements - Part 2: General requirements of internal combustion engine powered trucks  |
| EN 1175-3:1998 | Safety of Industrial trucks - Electrical requirements - Part 3: Specific requirements for electrical power transmission systems of internal combustion engine powered trucks                   |
| EN 1459:1998   | Safety of Industrial trucks - Self propelled variable reach trucks   |
| EN 1525:1997   | Safety of Industrial trucks - Driverless industrial trucks and their systems   |
| EN 1526:1997   | Safety of Industrial trucks - Additional requirements for automated functions for industrial trucks  |
| EN 1551:2000   | Safety of Industrial trucks - Self propelled trucks over 10 000kg capacity   |
| EN 1726-1:1998 | Safety of industrial trucks - Self propelled trucks up to and including 10 000kg capacity and industrial tractors with a drawbar pull up to and including 20 000N Part 1: General requirements |

- EN 1726-2:2000 Safety of Industrial trucks - Self propelled trucks up to and including 10 000kg capacity and industrial tractors - with a drawbar pull up to and including 20 000N Part 2: Additional requirements for trucks with elevating operator position and/or trucks especially designed to travel with elevated loads
- EN 1755:2000 Safety of Industrial trucks - Operation in potentially explosive atmospheres; Use in flammable gas, vapour, mist and dust
- EN 1757-1: 2001 Safety of Industrial trucks - Pedestrian propelled trucks - Part 1: Stacker trucks
- EN 1757-2:2001 Safety of Industrial trucks - Pedestrian propelled trucks - Part 2: Pallet trucks
- prEN 1757-3:1997 Safety of Industrial trucks - Pedestrian propelled trucks - Part 3: Platform trucks
- prEN 1757-4:1997 Safety of Industrial trucks - Pedestrian propelled trucks - Part 4: Scissor lift pallet trucks
- EN 12895:2000 Safety of Industrial trucks - Electromagnetic compatibility
- EN 12053:2001 Safety of Industrial trucks - Test methods for measuring noise emissions
- prEN 13059:1997 Safety of Industrial trucks - Test methods for measuring vibration
- prEN ISO 13564:1996 Safety of Industrial trucks - Test methods for measuring visibility from self propelled trucks (ISO/DIS 13564:1996)

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 is a type C standard as defined in EN 292-1. This standard has been prepared to be a harmonized standard to provide one means of conforming to the essential safety requirements of the Machinery Directive and associated EFTA regulations.

The extent to which hazards are covered is indicated in the scope of this standard. In addition, industrial trucks should comply as appropriate with EN 292-1 for hazards which are not covered by this standard.

General standards for the determination of the noise emissions at the operator's position and of the sound power levels of machines already exist. However and because of specific applications these existing standards cannot be applied directly to industrial trucks. Therefore it was necessary to prepare this standard. The basic standards EN ISO 3744 : 1995 and EN ISO 11201 : 1995 have been taken into account.

A further aim of this European standard is, despite the variety of industrial trucks, to obtain representative and comparable information on the noise emissions of this category of equipment. It should be possible to determine and verify this information. This requires definition of conditions of operation and typical time proportions.

The IDLE condition of the industrial truck is included because it is representative of those conditions in which the industrial truck has low noise emission, for instance, when lowering, tilting, load handling, slow manoeuvring as well as waiting between tasks.

The determination of sound power levels with the commonly used enveloping measurement surface method, with six or more microphone positions in the DRIVE condition, is only possible with considerable technical difficulty. The proposed method with four microphone positions has been shown, following extensive comparisons, to produce final results that deviated only minimally in numerous comparisons, so that the intended purpose was achieved.

The test results, however, are not applicable to the determination of exposure to noise at the operator's position in accordance with EU Directive 86/188/EEC.

## 1 Scope

This noise measurement standard gives methods for determining the sound pressure level at the operator's position and the sound power level of industrial and rough terrain trucks.

This European standard is a type test applicable to all industrial trucks listed in table A1.

The test results obtained in accordance with this standard are also applicable to the evaluation of the hazard generated by noise from industrial trucks.

## 2 Normative references

This European Standard incorporates by dated or undated reference, provisions from other publications. These normative references are cited at the appropriate places in the text and the publications are listed hereafter. For dated references, subsequent amendments to or revisions of any of these publications apply to this European standard only when incorporated in it by amendment or revision. For undated references the latest edition of the publication referred to applies (including amendments).

prEN 292-1:2000, Safety of machinery - Basic concepts - General principles for design Part 1: Basic terminology, methodology (identical with ISO/DIS 12100-1:2000)

EN 1459:1998, Safety of industrial trucks - Self propelled variable reach trucks.

EN 1525:1997, Safety of industrial trucks - Driverless industrial trucks and their systems

EN 1551:2000, Safety of industrial trucks - Self propelled trucks over 10 000 kg capacity

EN 1726-1:1998, 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 1726-2:2000, 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 2: Additional requirements for trucks with elevating operator position and/or trucks especially designed to travel with elevated load

EN 1757-1:2001, Safety of industrial trucks - Pedestrian propelled trucks - Part 1: Stacker trucks

EN 1757-2:2001, Safety of industrial trucks - Pedestrian propelled trucks - Part 2: Pallet trucks

prEN 1757-3:1997, Safety of Industrial trucks - Pedestrian propelled trucks - Part 3: Platform trucks

prEN 1757-4:1997, Safety of Industrial trucks - Pedestrian propelled trucks - Part 4: Scissor lift pallet trucks

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

EN ISO 11201:1995, 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)

ISO 5053:1987, Powered industrial trucks -Terminology.

### 3 Terms and definitions

For the purpose of this standard, the definitions given in EN ISO 3744:1995, EN ISO 4871:1995 and EN ISO 11201:1995 apply together with the following.

#### 3.1 A-weighted emission sound pressure level at the operator's position for the operational cycle $L_{pAZ}$

The average sound pressure level at the operator's position in an operational cycle is determined from the values of different conditions of operation in accordance with the equation;

$$L_{pAZ} = 10 \lg \left[ 1/(a+b+c) \times (a \times 10^{0,1L_{pa}} + b \times 10^{0,1L_{pb}} + c \times 10^{0,1L_{pc}}) \right] \text{ dB}$$

where:

$a$  is the time proportion factor - LIFTING

$b$  is the time proportion factor - IDLING

$c$  is the time proportion factor - DRIVING

$L_{pa}$  is the sound pressure level at the operator's position during LIFTING

$L_{pb}$  is the sound pressure level at the operator's position during IDLING

$L_{pc}$  is the sound pressure level at the operator's position during DRIVING

NOTE The A-weighted emission sound pressure level at the operators position,  $L_{pAZ}$ , corresponds to the equivalent continuous A-weighted sound pressure level given in 1.7.4f of EU directive 98/37.