

საქართველოს სტანდარტი

მექანიკური ვიბრაცია - სატრანსპორტო საშუალების სავარძლის შეფასების
ლაბორატორიული მეთოდი - ნაწილი 1: ძირითადი მოთხოვნები
(ისო 10326-1:2016)

საქართველოს სტანდარტებისა და მეტროლოგიის
ეროვნული სააგენტო
თბილისი

სსტ ენ ისო 10326-1:2016/2019

საინფორმაციო მონაცემები

1 შემუშავებულია საქართველოს სტანდარტების და მეტროლოგიის ეროვნული სააგენტოს სტანდარტების დეპარტამენტის მიერ

2 დამტკიცებულია და შემოღებულია სამოქმედოდ საქართველოს სტანდარტების და მეტროლოგიის ეროვნული სააგენტოს 2019 წლის 6 დეკემბრის № 98 განკარგულებით

3 მიღებულია გარეკანის თარგმნის მეთოდით სტანდარტიზაციის ევროპული კომიტეტის სტანდარტი ენ ისო 10326-1:2016 „მექანიკური ვიბრაცია - სატრანსპორტო საშუალების სავარძლის შეფასების ლაბორატორიული მეთოდი - ნაწილი 1: ძირითადი მოთხოვნები (ისო 10326-1:2016)“

4 პირველად

5 რეგისტრირებულია საქართველოს სტანდარტების და მეტროლოგიის ეროვნული სააგენტოს რეესტრში: 2019 წლის 6 დეკემბერი №268-1.3-016209

დაუშვებელია წინამდებარე სტანდარტის სრული ან ნაწილობრივი კვლავწარმოება, ტირაჟირება და გავრცელება სსიპ საქართველოს სტანდარტებისა და მეტროლოგიის ეროვნული სააგენტოს ნებართვის გარეშე

საინფორმაციო ნაწილი. სრული ტექსტის სანახავად შეიძინეთ სტანდარტი.

English Version

Mechanical vibration - Laboratory method for evaluating
vehicle seat vibration - Part 1: Basic requirements (ISO
10326-1:2016)

Vibrations mécaniques - Méthode en laboratoire pour
l'évaluation des vibrations du siège de véhicule - Partie
1: Exigences de base (ISO 10326-1:2016)

Mechanische Schwingungen - Laborverfahren zur
Bewertung der Schwingungen von Fahrzeugsitzen -
Teil 1: Grundlegende Anforderungen (ISO 10326-
1:2016)

This European Standard was approved by CEN on 5 October 2016.

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.

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EUROPEAN COMMITTEE FOR STANDARDIZATION
COMITÉ EUROPÉEN DE NORMALISATION
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CEN-CENELEC Management Centre: Avenue Marnix 17, B-1000 Brussels

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European foreword

This document (EN ISO 10326-1:2016) has been prepared by Technical Committee ISO/TC 108 “Mechanical vibration, shock and condition monitoring” in collaboration with Technical Committee CEN/TC 231 “Mechanical vibration and shock” 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 May 2017, and conflicting national standards shall be withdrawn at the latest by May 2017.

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 30326-1:1994.

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 10326-1:2016 has been approved by CEN as EN ISO 10326-1:2016 without any modification.

Annex ZA
(informative)

Relationship between this European Standard and the essential requirements of Directive 2006/42/EC [OJ L 157] aimed to be covered

This European Standard has been prepared under a Commission's standardization request [M/396 concerning the development of European Standards related to machinery] to provide one voluntary means of conforming to essential requirements of Directive 2006/42/EC of the European Parliament and of the Council of 17 May 2006 on machinery, and amending Directive 95/16/EC (recast) [OJ L 157].

Once this standard is cited in the Official Journal of the European Union under that Directive, compliance with the normative clauses of this standard given in Table ZA.1 confers, within the limits of the scope of this standard, a presumption of conformity with the corresponding essential requirements of that Directive and associated EFTA regulations.

Table ZA.1 — Correspondence between this European Standard and Annex I of Directive 2006/42/EC [OJ L 157]

Essential Requirements of Directive 2006/42/EC	Clause(s)/sub-clause(s) of this EN	Remarks/Notes
1.1.8 <i>Seating</i> and 1.5.9 <i>Vibrations</i>	All normative clauses	

WARNING 1 — Presumption of conformity stays valid only as long as a reference to this European Standard is maintained in the list published in the Official Journal of the European Union. Users of this standard should consult frequently the latest list published in the Official Journal of the European Union.

WARNING 2 — Other Union legislation may be applicable to the products falling within the scope of this standard.

საინფორმაციო ნაწილი. სრული ტექსტის სანახავად შეიძინეთ სტანდარტი.

Second edition
2016-10-15

Corrected version
2017-02

**Mechanical vibration — Laboratory
method for evaluating vehicle seat
vibration —**

**Part 1:
Basic requirements**

*Vibrations mécaniques — Méthode en laboratoire pour l'évaluation
des vibrations du siège de véhicule —*

Partie 1: Exigences de base



Reference number
ISO 10326-1:2016(E)

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Foreword

ISO (the International Organization for Standardization) is a worldwide federation of national standards bodies (ISO member bodies). The work of preparing International Standards is normally carried out through ISO technical committees. Each member body interested in a subject for which a technical committee has been established has the right to be represented on that committee. International organizations, governmental and non-governmental, in liaison with ISO, also take part in the work. ISO collaborates closely with the International Electrotechnical Commission (IEC) on all matters of electrotechnical standardization.

The procedures used to develop this document and those intended for its further maintenance are described in the ISO/IEC Directives, Part 1. In particular the different approval criteria needed for the different types of ISO documents should be noted. This document was drafted in accordance with the editorial rules of the ISO/IEC Directives, Part 2 (see www.iso.org/directives).

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. ISO shall not be held responsible for identifying any or all such patent rights. Details of any patent rights identified during the development of the document will be in the Introduction and/or on the ISO list of patent declarations received (see www.iso.org/patents).

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For an explanation on the meaning of ISO specific terms and expressions related to conformity assessment, as well as information about ISO's adherence to the World Trade Organization (WTO) principles in the Technical Barriers to Trade (TBT) see the following URL: www.iso.org/iso/foreword.html.

The committee responsible for this document is ISO/TC 108, *Mechanical vibration, shock and condition monitoring*, Subcommittee SC 4, *Human exposure to mechanical vibration and shock*.

This second edition cancels and replaces the first edition (ISO 10326-1:1992), which has been technically revised. It also incorporates the amendments ISO 10326-1:1992/Amd 1:2007 and ISO 10326-1:1992/Amd 2:2011.

A list of all parts in the ISO 10326 series can be found on the ISO website.

This corrected version of ISO 10326-1:2016 incorporates the following correction.

- A.3.5 The corrupted symbol Å was replaced with the correct symbol π in six instances.

Introduction

Drivers, staff and passengers of vehicles (land, air or water) and mobile machinery are exposed to mechanical vibration which interferes with their comfort, working efficiency and, in some circumstances, safety and health. Such vehicles and mobile machines are often fitted with seats that are designed and made in accordance with current state-of-the-art with regard to their capacity to control or reduce transmitted whole-body vibration.

To assist in the development of such seats, specific test codes have been, or are being, produced to evaluate the performance of seats. The following basic requirements have therefore been developed to give guidance for the specification of laboratory testing of vibration transmission through a vehicle seat to the occupant and for the evaluation of the ability of a seat to control the shock arising from over-travel of the suspension.

The seat constitutes the last stage of suspension before the driver. To be efficient at attenuating the vibration, the suspension seat should be chosen according to the dynamic characteristics of the vehicle. Any performance criteria provided should be set in accordance with what is attainable using best design practice. Such criteria do not necessarily ensure the complete protection of the operator against risks associated with exposure to vibration and shock which are generally believed to be risk of spinal injury.