

საქართველოს სტანდარტი

სამრეწველო მანქანების უსაფრთხოება - ვიბრაციის გაზომვის გამოცდის
მეთოდები

საქართველოს სტანდარტებისა და მეტროლოგიის
ეროვნული სააგენტო
თბილისი

სსტ ენ 13059:2002+A1:2008/2019

საინფორმაციო მონაცემები

1 შემუშავებულია საქართველოს სტანდარტების და მეტროლოგიის ეროვნული სააგენტოს სტანდარტების დეპარტამენტის მიერ

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3 მიღებულია გარეკანის თარგმნის მეთოდით სტანდარტიზაციის ევროპული კომიტეტის სტანდარტი ენ 13059:2002+A1:2008 „სამრეწველო მანქანების უსაფრთხოება - ვიბრაციის გაზომვის გამოცდის მეთოდები“

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5 რეგისტრირებულია საქართველოს სტანდარტების და მეტროლოგიის ეროვნული სააგენტოს რეესტრში: 2019 წლის 6 დეკემბერი №268-1.3-016320

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

ICS 13.160; 53.060

English Version

Safety of industrial trucks - Test methods for measuring vibration

Sécurité des chariots de manutention - Méthodes d'essai
pour mesurer les vibrations

Sicherheit von Flurförderzeuge - Schwingungsmessung

This European Standard was approved by CEN on 15 June 2008.

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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 Management Centre has the same status as the official versions.

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Foreword

This document (EN 13059:2002+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of an identical text or by endorsement, at the latest by January 2009, and conflicting national standards shall be withdrawn at the latest by January 2009.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 13059:2002.

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

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.

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

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

EN 1175-1, *Safety of industrial trucks — Electrical requirements - Part 1: General requirements for battery powered trucks*

EN 1175-2, *Safety of industrial trucks — Electrical requirements - Part 2: General requirements of internal combustion engines*

EN 1175-3, *Safety of industrial trucks — Electrical requirements - Part 3: Specific requirements for the electric power transmission systems of internal combustion engine powered trucks*

EN 1459, *Safety of industrial trucks — Self-propelled variable reach trucks*

EN 1525, *Safety of industrial trucks — Driverless trucks and their systems*

EN 1526, *Safety of industrial trucks — Additional requirements for automated functions on trucks*

EN 1551, *Safety of industrial trucks — Self propelled trucks over 10 000 kg capacity*

EN 1726-1, *Safety of industrial trucks — Self propelled trucks up to and including 10000 kg capacity and industrial tractors with a drawbar pull up to and including 20000 N - Part 1: General requirements*

EN 1726-2, *Safety of industrial trucks — Self propelled trucks up to and including 10000 kg capacity and industrial tractors with a drawbar pull up to and including 20000 N - Part 2: Additional requirements for trucks with elevating operator position and trucks specifically designed to travel with elevated loads*

EN 1755, *Safety of industrial trucks — Operation in potentially explosive atmospheres – Use in flammable gas, vapour, mist and dust*

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

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

EN 1757-3, *Safety of industrial trucks — Pedestrian propelled trucks - Part 3: Platform trucks*

EN 1757-4, *Safety of industrial trucks — Pedestrian propelled trucks - Part 4: Scissor lift pallet trucks*

EN 12053, *Safety of industrial trucks — Test methods for measuring noise emissions*

EN 12895, *Industrial trucks — Electromagnetic compatibility*

EN 13059, *Safety of industrial trucks — Test methods for measuring vibration*

EN ISO 13564¹⁾, *Safety of industrial trucks — Test method for measuring visibility from self propelled trucks (ISO/DIS 13564:1996)*

The Machinery Directive 98/37/EC amended by Directive 98/79/EC requires that vibration measurements be made and values put into the instruction books if the whole-body vibration values are greater than 0,5 m/s².

A type test procedure is specified so that different establishments obtain comparable results of vibration measurements within specified limits. The specified procedure consists of measuring the vibration transmitted to the operator when the truck is travelling over a test track made of a straight length of good quality surface with obstacles whose characteristics depend on the type of truck and its wheel characteristics.

The annexes A, B, C and D are informative.

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.

¹ Under preparation, using the Vienna agreement with ISO lead.

Introduction

This European 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. This European Standard is a type C standard as stated in EN 1070.

The aim of this standard is to provide a method for the measurement of vibration emission transmitted to the whole body of operators of industrial trucks which will enable the information requirements of the Machinery Directive to be satisfied. It is intended that the results obtained also can be used to compare industrial trucks of the same category or a given truck when equipped with different seats or tyres, etc. This standard cannot be used for field measurements to determine the daily exposure of the operator to vibration.

For the measurements trucks shall be fitted with equipment corresponding to that offered by the manufacturers on the standard truck data sheet (lifting devices, batteries, etc.).

Type test measurements require accurate and reproducible results. It is essential that different establishments obtain comparable results within specified limits. This requires that the process or way in which the machinery is used during the measurement is precisely defined. This process will reproduce the whole-body vibration values typical of the machinery when in normal travelling use.

In the case of industrial trucks, there may be three predominant operating modes: travelling, lifting and engine idling; of these, only travelling exposes the driver to significant whole-body vibration. Therefore, in accordance with EN 1032, the test for whole-body vibration is based on the travelling operating mode.

Research has shown that the magnitude of hand-arm vibration on the steering wheel or control levers of trucks will normally be lower than $2,5 \text{ m/s}^2$. Therefore no test method has been developed for its measurement.

In practice, exposure over a working day is a mixture of the three modes and the average vibration values will generally be lower than the values given by this standard. Fitting the industrial trucks with different seats, changing the tyres, etc. can lead to different vibration values. Due to the specific operation of industrial trucks however, the existing EN 1032 standard cannot be applied directly, so that preparation of this standard for industrial trucks became necessary.

Although studies showed that it is possible to obtain repeatable and representative results with all-terrain trucks tested on an artificial test track, this family of trucks is covered by Informative annex A. The reason is that an inexplicable difference of about 20 % was found in the emission from one truck when it was tested at two different times of the year. Further consideration should be given to including all-terrain trucks in the normative section of the standard when more data is available for these trucks.

For the verification of the measurements the uncertainty is fixed at 0,3 times the vibration emission value reported in accordance with EN 12096. Further consideration should be given to revise this range of uncertainty when emission vibration data obtained from different places is available.