

## საქართველოს სტანდარტი

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მოტოციკლი, მოტორიანი სატრანსპორტო საშუალებები, განკუთვნილი ადამიანების ტრანსპორტირებისთვის და არ არის საზოგადოებრივ გზებზე გამოსაყენებლად - ერთზოლიანი ორძალიანი ძრავის საავტომობილო საშუალებები - უსაფრთხოების მოთხოვნები და გამოცდის მეთოდები

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ეროვნული სააგენტო  
თბილისი

# სსტ ენ 16029:2012/2019

## საინფორმაციო მონაცემები

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ICS 43.140

English Version

Ride-on, motorized vehicles intended for the transportation of persons and not intended for use on public roads - Single-track two-wheel motor vehicles - Safety requirements and test methods

Véhicules motorisés chevauchables destinés au transport des personnes et non destinés à un usage sur la voie publique - Véhicules motorisés à deux roues monotraces - Exigences de sécurité et méthodes d'essai

Motorisierte (ride-on) Fahrzeuge ohne Zulassung für den öffentlichen Straßenverkehr, bestimmt für den Transport von Personen und Gütern - Einspurige zweirädrige Kraftfahrzeuge - Sicherheitstechnische Anforderungen und Prüfverfahren

This European Standard was approved by CEN on 11 February 2012.

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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## Foreword

This document (EN 16029:2012) has been prepared by Technical Committee CEN/TC 354 "Ride-on, motorized vehicles intended for the transportation of persons and goods and not intended for use on public roads - Safety requirements", the secretariat of which is held by AFNOR.

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of an identical text or by endorsement, at the latest by December 2012, and conflicting national standards shall be withdrawn at the latest by December 2012.

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights other than those identified above. CEN [and/or] CENELEC shall not be held responsible for identifying any or all such patent rights.

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(s).

For relationship with EU Directive(s), 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, 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.

## Introduction

This European Standard has been prepared to be a harmonised standard to provide a means of conforming to the essential safety requirements of the Machinery Directive and associated EFTA regulations.

This standard covers single-track two-wheel motor vehicles not intended to be used on public roads. These vehicles are ridden by both adults and children.

Vehicles within the scope of this standard and intended to be used by children are specifically designed and manufactured for young users. Specific requirements are given in this standard for these vehicles.

This standard defines specific requirements for the marking of small vehicles intended for use only by adults which, because of their size, can be ridden by children.

The importance of providing vehicles which are safe when used by children is recognised. The safety of children is dependent on the design of the vehicle and the information provided with it. However, no matter how good the design and information is, safe use will always be reliant on suitable training, experience, maturity of the rider, assessment of ability and supervision by carers, especially for novice riders.

To reflect the importance of child safety, further research will be started immediately after publication of the standard to enable the standard to be revised as soon as additional design measures and guidance have been established.

The structure of safety standards in the field of machinery is as follows:

- a) Type-A standards (basis standards) give basic concepts, principles for design, and general aspects that can be applied to machinery.
- b) Type-B standards (generic safety standards) deal with one or more safety aspect(s) or one or more type(s) of safeguards that can be used across a wide range of machinery:
  - 1) type-B1 standards on particular safety aspects (e.g. safety distances, surface temperature, noise);
  - 2) type-B2 standards on safeguards (e.g. two-hand controls, interlocking devices, pressure-sensitive devices, guards).
- c) Type-C standards (machinery safety standards) deal with detailed safety requirements for a particular machine or group of machines.

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

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.

The machinery concerned and the extent to which hazards, hazardous situations and hazardous events are covered are indicated in the scope of this document.