

## საქართველოს სტანდარტი

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სატვირთოები უკანა მხარის ამწეებით-ამწე პლატფორმები ბორბლიან  
სატრანსპორტო საშუალებებზე დასამონტაჟებლად-უსაფრთხოების  
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მგზავრებისათვის

საქართველოს სტანდარტებისა და მეტროლოგიის  
ეროვნული სააგენტო  
თბილისი

სსტ ენ 1756-2:2004+A1:2009/2019

## საინფორმაციო მონაცემები

1 შემუშავებულია საქართველოს სტანდარტების და მეტროლოგიის ეროვნული სააგენტოს სტანდარტების დეპარტამენტის მიერ

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

English Version

## Tail lifts - Platform lifts for mounting on wheeled vehicles - Safety requirements - Part 2: Tail lifts for passengers

Hayons élévateurs - Hayons élévateurs à monter sur véhicules roulants - Prescriptions de sécurité - Partie 2: Hayons élévateurs pour passagers

Hubladebühnen - Plattformlifte für die Anbringung an Radfahrzeugen - Sicherheitsanforderungen - Teil 2: Hubladebühnen für Passagiere

This European Standard was approved by CEN on 5 May 2004 and includes Amendment 1 approved by CEN on 19 June 2009.

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.

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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საინფორმაციო ნაწილი. სრული ტექსტის სანახავად შეიძინეთ სტანდარტი.

## Foreword

This document (EN 1756-2:2004+A1:2009) has been prepared by Technical Committee CEN/TC 98 “Lifting platforms”, 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of an identical text or by endorsement, at the latest by January 2010, and conflicting national standards shall be withdrawn at the latest by January 2010.

This document includes Amendment 1, approved by CEN on 2009-06-19.

This document supersedes EN 1756-2:2004.

The start and finish of text introduced or altered by amendment is indicated in the text by tags A1 and 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 EU Directive(s).

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

This standard comprises two parts:

Part 1 relates specifically to tail lifts for goods (whether or not accompanied by an operator);

Part 2 covers the special requirements of tail lifts for passengers, including those with disabilities.

This document includes a Bibliography.

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

The machinery concerned and the extent to which hazards are covered are indicated in the scope of this standard.

While producing this standard, it was assumed that:

- only trained persons operate the machine;
- components without specific requirements are:
  - a) designed in accordance with the usual engineering practice and calculation codes, including all failure modes;
  - b) of sound mechanical and electrical construction;
  - c) made of materials, with adequate strength and of suitable quality;
  - d) free of defects;
- harmful materials, such as asbestos are not used;
- components are kept in good repair and working order, so that the required dimensions remain fulfilled despite wear;
- by design of the load bearing elements, a safe operation of the machine is assured for loading ranging from zero to 100 % of the rated possibilities and during the tests;
- a mechanical device built according to good practice and the requirements of the standard, will not deteriorate to a point of creating a hazard without the possibility of detection;
- the equipment is capable of operating correctly within a temperature range of – 15 °C to + 40 °C;
- a negotiation takes place between the manufacturer of the tail lift and the installer for the characteristics of the supporting wheeled vehicle (see also clause 6), the fitting of the tail lift on or in the vehicle and between the installer and the user relating to the specific conditions of the use, places of use of the machinery, also some of the characteristics of the vehicle and the appropriate language;
- the working area is adequately lit (if lighting is not provided with the tail lift);
- if the place of installations allows a vertical falling height of persons of more than 3 m notwithstanding the limited travel height indicated in the scope, means external to the machine are used to limit this falling height to 3 m.

**A1** This European Standard is a type C standard as stated in EN ISO 12100. **A1**

When the 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 built according to the provisions of this type C standard.