

## **BUSINESS PLAN**

### **CEN/TC 150**

### **INDUSTRIAL TRUCKS - SAFETY**

#### **EXECUTIVE SUMMARY**

##### **Business environment**

- Market is international in size and scope. 2012 estimates of units shipped are given as 318 000 for Europe, 220 000 for USA and 367 000 for Asia
- Industrial trucks within the scope of the committee are used world-wide throughout industry, commerce and agriculture in:
  - warehouses
  - shops
  - factories
  - construction sites
  - ports
  - farms etc.
- A significant number of manufacturers are multi-national companies.
- The work of the committee is actively supported by manufacturers, public and governmental authorities, trade associations and users.

##### **Benefits**

To develop standards, which will:

- when harmonized, give a presumption of conformity to the essential safety requirements of the Machinery Directive;
- by use of the Vienna Agreement, in co-operation with ISO/TC 110/SC 2, SC4 and SC5 where possible, be internationally acceptable;
- provide a positive economic impact by achieving improvements in design, harmonization of technical requirements and simplification of test methods for verification;
- contribute to the removal of technical obstacles to trade.

##### **Priorities**

- To develop European standards within the context of the mandates M079 and M301
- To prepare, in co-operation with ISO/TC 110/SC 2 under the Vienna Agreement, a revision of ISO 3691:1980, this is expected to consist of a 6 part EN ISO 3691 with a larger number of supporting standards.
- EN ISO 3691 is expected to replace the current family of harmonized CEN standards.

## **1 BUSINESS ENVIRONMENT OF THE CEN/TC**

### **1.1 Description of the Business Environment**

The following political, economic, technical, regulatory, legal, societal and/or international dynamics describe the business environment of the industry sector, products, materials, disciplines or practices related to the scope of this CEN/TC, and they may significantly influence how the relevant standards development processes are conducted and the content of the resulting standards:

- development of the technology is fast moving, particularly with regard to the protection of the operator, improvements in stability, visibility, noise, vibration and ergonomics;
- stakeholders include manufacturers, public and governmental authorities, trade associations and users;
- due to diverging regulations, some trucks face barriers to trade world-wide, which affects their product costs;
- activities of manufacturers are market driven, i.e. they respond to customers' requests, changing technology and product innovation as well as environmental and societal aspects;
- CEN/TC 150 has developed a family of supporting standards to the Machinery Directive, 2006/42/EEC. The development of this family of harmonized standards was regarded as essential to avoid the more elaborate and costly conformity procedures, which could be required without them;
- major product categories are as follows:
  - sit-on fork lift trucks
  - sit-on trucks for warehouses as lateral stacking or front and lateral stacking trucks, reach trucks, order-picking trucks
  - pedestrian-controlled trucks including stand-on trucks as high lift stackers, low lift pallet trucks, pallet trucks, high lift platform stackers, other reach trucks, horizontal order picking trucks
  - trucks for container handling
  - single side loaders
  - tractors
  - rough terrain trucks (with mast or variable reach).

These trucks may be operated electrically, by an internal combustion engine, LPG, etc.

### **1.2 Quantitative Indicators of the Business Environment**

The following list of quantitative indicators describes the business environment in order to provide adequate information to support actions of the CEN /TC:

- estimated number of companies
- estimated employment

when harmonized, CEN/TC 150 standards give a presumption of conformity with the Essential Requirements of the Machinery Directive

## **2 BENEFITS EXPECTED FROM THE WORK OF THE CEN/TC**

The market has already benefited from the standards developed by this committee. It is anticipated that the completion of the EN ISO 3691 series and its supporting standards will provide a comprehensive set of performance requirements for industrial trucks.

Similar standards are currently being developed by ISO/TC 110/SC 2. CEN/TC 150 will, where possible, implement the Vienna Agreement to avoid duplication of standardization work in this area.

Most of the standards developed by the committee support the Machinery Directive.

## **3 PARTICIPATION IN THE CEN/TC**

All the CEN national members are entitled to nominate delegates to CEN Technical Committees and experts to Working Groups, ensuring a balance of all interested parties. Participation as observers of recognized European or international organizations is also possible under certain conditions. To participate in the activities of this CEN/TC, please contact the national standards organization in your country.

## **4 OBJECTIVES OF THE CEN/TC AND STRATEGIES FOR THEIR ACHIEVEMENT**

### **4.1 Defined objectives of the CEN/TC**

The preparation of European standards on 'Industrial trucks – Safety' within the context of mandates M/709 and M/301. The resulting standards should be able to support the Machinery Directive.

### **4.2 Identified strategies to achieve the CEN/TC's defined objectives.**

1. To prepare, in co-operation with ISO/TC 110/SC 2 under the Vienna Agreement with ISO lead, a six-part revision of ISO 3691:1980, with a larger number of supporting standards.
2. Existing liaisons with the following CEN/TCs will be maintained to avoid duplication of effort and conflict with B-type and other C-type CEN standards:

*CEN/TC151 Construction equipment and building material machines - Safety  
Cooperation for work items on Earth-moving machinery - Requirements for use on the road*

*CEN/TC231 Mechanical vibration and shock  
Cooperation for work items on machine safety*

*CEN/TC274 Aircraft ground support equipment  
Cooperation due to amendment proposal to EN 12315-15*

*CEN/TC305 Potentially explosive atmospheres – Explosion prevention and protection*

*Cooperation due to revision of EN 1755 electrostatic discharge protection*

*CEN/TC344 Steel static storage systems  
Cooperation due on floor tolerance standard*

#### **4.3 Environmental aspects**

CEN/TC 150/WG 15 is currently preparing standards for energy efficiency of Industrial trucks test methods.

Provisions of CEN/TC 150 with regard to the environment:

##### 1. Key environmental issues

Environmental aspects regarding materials, emissions to air, waste, noise and vibration have to be taken into consideration.

2. For any new work item proposal an environmental checklist will be worked out.

#### **5 FACTORS AFFECTING COMPLETION AND IMPLEMENTATION OF THE CEN/TC WORK PROGRAMME**

1. Experience has shown that work can take longer than planned because industry experience is not always made available as expected. As individuals move on from participation in standardization, there can be reluctance from industry to provide replacements. With the slimming down of manufacturing companies this situation is likely to worsen and even seasoned delegates and experts have difficulty in allocating time and resource to carry through their tasks to meet programme dates.
2. ISO/TC 110/SC 2/WG 2 may experience delays in its work on the revision of ISO 3691:1980, particularly if existing technical barriers between the US and Europe cannot be removed.
3. Where standards are being developed under the Vienna Agreement, delays may occur where there is a lack of consensus caused by different national or regional regulations.