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**BS EN 13020:2015**



**BSI Standards Publication**

# Road surface treatment machines — Safety requirements

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This British Standard is the UK implementation of EN 13020:2015. It supersedes BS EN 13020:2004+A1:2010 which is withdrawn.

The UK participation in its preparation was entrusted to Technical Committee B/513, Construction equipment and plant and site safety.

A list of organizations represented on this committee can be obtained on request to its secretary.

This publication does not purport to include all the necessary provisions of a contract. Users are responsible for its correct application.

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English Version

## Road surface treatment machines - Safety requirements

Machines pour le traitement des surfaces routières -  
Prescriptions de sécurité

Maschinen für die Straßenoberflächenbehandlung -  
Sicherheitsanforderungen

This European Standard was approved by CEN on 19 September 2015.

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  
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**CEN-CENELEC Management Centre: Avenue Marnix 17, B-1000 Brussels**

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## European foreword

This document (EN 13020:2015) has been prepared by Technical Committee CEN/TC 151 "Construction equipment and building material machines - Safety", 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of an identical text or by endorsement, at the latest by May 2016, and conflicting national standards shall be withdrawn at the latest by May 2016.

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 13020:2004+A1:2010.

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, 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.

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## **Introduction**

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

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

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.

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## 1 Scope

This European Standard applies to road surface treatment machines, which are in particular:

- binder sprayers [or sprayers];
- chipping spreaders [or spreaders];
- machines for surface repairs (binder sprayer chipping spreader [or sprayer spreader]);
- mastics asphalt mixers;
- joint sealer;
- micro-surfacing machines/slurry machines;
- cold asphalt laying / micro-asphalt-paving machines

(see also Clause 3).

Road surface treatment machines can be mounted on a carrier vehicle, trailer or articulated truck, combining to form an integral unit. It is also possible to mount a road surface treatment machine on its own chassis construction and propulsion system (self-propelled or pedestrian-controlled). In all cases the machine and chassis form an integral unit.

Directives and standards for the vehicular truck chassis aspects, termed 'carrier vehicle' in this document, would be those relative to that equipment, even where specific modifications have been made to realize the road surface treatment application. The use in public road traffic is governed by the national regulations.

This European Standard deals with all significant hazards identified through a risk assessment relevant to road surface treatment machines when they are used as intended and under the conditions foreseen by the manufacturer (see Clause 4). This European Standard does not deal with significant hazards associated with pressurized tanks, and EMC. This European Standard specifies the appropriate technical measures to eliminate or reduce risks arising from the significant hazards associated with machine operation, setting and adjustments, load discharge and routine maintenance.

This European Standard does not include requirements for the carrier vehicles or special constructions. These are covered in directives related to the construction of vehicles. Demountable bodywork systems (e.g. demountable containers) are specified in other standards. Vibrations are not dealt with in the standard, because for all machines of this family vibration is not a relevant hazard due to the low working speed and special working conditions (e.g. flat surface).

This European Standard does not deal with the risks associated with the operation of the machines in potentially explosive atmospheres.

This European Standard does not include requirements of the 94/55/EC Directive related to transport of dangerous goods by road but contains additional specifications in link with these existing requirements.

This European Standard applies to machines which are manufactured after the date of approval of this standard by CEN.