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BSI Standards Publication

Safety of industrial trucks — Pedestrian propelled industrial platform trucks

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National foreword

This British Standard is the UK implementation of EN 1757:2022. It supersedes BS EN 1757-3:2002, which is withdrawn.

The UK participation in its preparation was entrusted to Technical Committee MHE/7, Industrial trucks.

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

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EUROPÄISCHE NORM

May 2022

ICS 53.060

Supersedes EN 1757-3:2002

English Version

Safety of industrial trucks - Pedestrian propelled industrial platform trucks

Sécurité des chariots de manutention - Chariot de manutention à plateforme à propulsion manuelle

Sicherheit von Flurförderzeugen - Mitgängerbetriebene Plattformwagen

This European Standard was approved by CEN on 27 March 2022.

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.

CEN members are the national standards bodies of 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, Republic of North Macedonia, Romania, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland, Turkey and United Kingdom.



EUROPEAN COMMITTEE FOR STANDARDIZATION
COMITÉ EUROPÉEN DE NORMALISATION
EUROPÄISCHES KOMITEE FÜR NORMUNG

CEN-CENELEC Management Centre: Rue de la Science 23, B-1040 Brussels

Contents

Page

European foreword	4
Introduction	5
1 Scope.....	6
2 Normative references.....	7
3 Terms and definitions.....	7
4 Requirements.....	8
4.1 Design and construction forces for truck.....	8
4.2 Propelling, steering.....	8
4.2.1 General.....	8
4.2.2 Tiller	8
4.2.3 Push/pull handles.....	9
4.3 Wheels and castors.....	9
4.3.1 Specifications	9
4.3.2 Wheel guards.....	9
4.4 Parking brake.....	10
4.5 Stability.....	10
4.6 Protection against crushing and shearing points	10
4.7 Edges and angles	10
5 Verifications of safety requirements and/or measures	11
5.1 General.....	11
5.2 Design verification on truck type.....	11
5.2.1 General.....	11
5.2.2 Structural test	11
5.2.3 Verification of design and construction forces	11
5.2.4 Verification of the parking brake.....	11
5.2.5 Verification of the stability.....	11
5.3 Functional routine verification.....	12
5.3.1 General.....	12
5.3.2 Inspection	12
5.3.3 Dynamic tests	12
6 Information for use	12
6.1 General.....	12
6.2 Instruction label or handbook	12
6.2.1 General.....	12
6.2.2 General obligation	12
6.2.3 Intended uses	12
6.2.4 Residual risks.....	13
6.2.5 Prohibited uses.....	13
6.2.6 Instructions for service and maintenance of the truck.....	13
6.2.7 Instructions for transportation	13
6.3 Minimum marking.....	14
6.3.1 Information plates.....	14
6.3.2 Warnings.....	14
6.3.3 Languages	14

This is a preview of "BS EN 1757:2022". [Click here to purchase the full version from the ANSI store.](#)

Annex A (normative) Method for measurement of forces (F)	15
A.1 Conditions for test	15
A.2 Measurement of starting force and rolling force	15
A.3 Measurement of the steering force	15
A.3.1 Steering by means of a tiller:	15
A.3.2 Steering by means of horizontal or vertical bars:	16
Annex B (normative) Stability tests for pedestrian propelled industrial platform trucks	17
B.1 Conditions of validity	17
B.2 Acceptance conditions	17
B.3 Description of tests	17
B.3.1 Dynamic longitudinal test	17
B.3.2 Static tests	18
Annex C (informative) List of significant hazards	21
Bibliography	23

This is a preview of "BS EN 1757:2022". [Click here to purchase the full version from the ANSI store.](#)

European foreword

This document (EN 1757:2022) 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 November 2022, and conflicting national standards shall be withdrawn at the latest by November 2022.

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. CEN shall not be held responsible for identifying any or all such patent rights.

This document supersedes EN 1757-3:2002.

In comparison with the previous edition, the following technical modifications have been made:

- application changed to pedestrian propelled industrial platform trucks as defined in 3.1 with a rated capacity up to and including 500 kg (in the previous edition 1 000 kg);
- example given for trucks that are intended to be towed by powered vehicles;
- reference made to EN ISO 3691-1:2015¹ and ISO 5053-1;
- definition 3.1 and 3.2 revised;
- definition 3.5 (operator) deleted;
- minimum span of tiller changed into 200 mm for each hand (alignment with EN ISO 3691-5);
- Bibliography updated.

Any feedback and questions on this document should be directed to the users' national standards body. A complete listing of these bodies can be found on the CEN website.

According to the CEN-CENELEC Internal Regulations, the national standards organisations 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, Republic of North Macedonia, Romania, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland, Turkey and the United Kingdom.

¹ As impacted by EN ISO 3691-1:2015/A1:2020.

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Introduction

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

This document is of relevance, in particular, for the following stakeholder groups representing the market players with regard to machinery safety:

- machine manufacturers (small, medium and large enterprises);
- health and safety bodies (regulators, accident prevention organizations, market surveillance, etc.).

Others can be affected by the level of machinery safety achieved with the means of the document by the above-mentioned stakeholder groups:

- machine users/employers (small, medium and large enterprises);
- machine users/employees (e.g. trade unions, organizations for people with special needs);
- service providers, e.g. for maintenance (small, medium and large enterprises);
- consumers (in case of machinery intended for use by consumers).

The above-mentioned stakeholder groups have been given the possibility to participate at the drafting process of this document.

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

When requirements of this type-C standard are different from those which are stated in type-A or type-B standards, the requirements of this type-C standard take precedence over the requirements of the other standards for machines that have been designed and built according to the requirements of this type-C standard.

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1 Scope

This document applies to pedestrian propelled industrial platform trucks as defined in 3.1 with a rated capacity up to and including 500 kg, hereinafter referred to as “trucks” and designed for general purposes.

This document does not apply to:

- shopping trolleys referred to in EN 1929, Parts 1 to 4 and 7 (CEN/TC 291);
- roll containers referred to in EN 12674, Parts 1 to 4 (CEN/TC 261);
- trucks that are intended to be towed by powered vehicles, e.g. milk-run-trains/trailer trains/tugger trains.

This document deals with the technical requirements to minimize the hazards listed in Annex C which can arise during commissioning, operation and maintenance of trucks when carried out in accordance with the specifications as intended by the manufacturer.

This document does not specify the additional requirements for:

- operation in severe conditions (e.g. extreme environmental conditions such as: freezer applications, high temperatures, corrosive environment);
- operation subject to special rules (e.g. potentially explosive atmospheres);
- handling of loads the nature of which could lead to dangerous situations (e.g. molten metal, acids/alkalis, radiating materials, especially brittle loads);
- hazards occurring during construction, transportation, decommissioning and disposal;
- direct contact with foodstuffs;
- operation on gradients or on surfaces other than smooth, level, hard surfaces;
- trucks designed for special applications (e.g., trucks used in hospitals as dinner trollies);
- trucks fitted with hinged or sliding doors.

Other possible limitations of the scope of other standards referred to that also apply to this document.

Hazards relating to noise, vibration, visibility and static electricity are not dealt with in this document.

This document applies to trucks manufactured after the date of issue.