



BSI Standards Publication

**Industrial trucks — Safety requirements and verification — Supplementary requirements for operation in potentially explosive atmospheres**

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## National foreword

This British Standard is the UK implementation of EN 1755:2024. It supersedes BS EN 1755:2015, which is withdrawn.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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UK Government is responsible for legislation. For information on legislation and policies relating to that legislation, consult the relevant pages of [www.gov.uk](http://www.gov.uk).

© The British Standards Institution 2024  
Published by BSI Standards Limited 2024

ISBN 978 0 539 16360 5

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ICS 53.060

**Compliance with a British Standard cannot confer immunity from legal obligations.**

This British Standard was published under the authority of the Standards Policy and Strategy Committee on 31 January 2024.

**Amendments/corrigenda issued since publication**

Date

Text affected

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## EUROPÄISCHE NORM

January 2024

ICS 53.060

Supersedes EN 1755:2015

English Version

## Industrial trucks - Safety requirements and verification - Supplementary requirements for operation in potentially explosive atmospheres

Chariots de manutention - Prescriptions de sécurité et  
vérification - Prescriptions supplémentaires pour le  
fonctionnement en atmosphères explosibles

Flurförderzeuge - Sicherheitsanforderungen und  
Verifizierung - Zusätzliche Anforderungen für den  
Einsatz in explosionsgefährdeten Bereichen

This European Standard was approved by CEN on 27 November 2023.

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

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## European foreword

This document (EN 1755:2024) 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 July 2024, and conflicting national standards shall be withdrawn at the latest by July 2024.

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 1755:2015.

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

- requirements for driverless trucks have been included;
- requirements of EN 1175:2020 have been assessed and clarified where appropriate;
- requirement b) for brake materials has been removed as it does not represent state of the art in brake material technology;
- normative references have been updated.

An overview of significant changes is also given in Table F.1.

This document has been prepared under a standardization request addressed to CEN by the European Commission. The Standing Committee of the EFTA States subsequently approves these requests for its Member States.

For the relationship with EU Legislation, see informative Annex ZA, which is an integral part of this document.

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, Türkiye and the United Kingdom.

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## Introduction

This document is a type-C standard as stated in EN ISO 12100:2010.

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 in the drafting process of this document.

The machines 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.

This document covers specific safety requirements where industrial trucks will operate in potentially explosive atmospheres that are not covered exhaustively by:

- EN 1459-1:2017+A1:2020 and EN 1459-2:2015+A1:2018;
- ISO 24134:2006;
- EN ISO 3691-1:2015<sup>1</sup>;
- EN ISO 3691-2:2023;
- EN ISO 3691-3:2016<sup>2</sup>;
- EN ISO 3691-4:2023;
- EN ISO 3691-5:2015<sup>3</sup>;
- EN ISO 3691-6:2021.

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<sup>1</sup> As impacted by EN ISO 3691-1:2015/AC:2016 and EN ISO 3691-1:2015/A1:2020

<sup>2</sup> As impacted by EN ISO 3691-3:2016/A1:2023

<sup>3</sup> As impacted by EN ISO 3691-5:2015/AC:2016 and EN ISO 3691-5:2015/A1:2020

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### **Assessment of hazards**

The product needs to be designed in such a way that it is fit for its purpose or function and can be adjusted and maintained without putting persons at risk when used under the conditions foreseen by the manufacturer.

In order to properly design a product and to cover all specific safety requirements, the manufacturer needs to identify the hazards that apply to their product and carry out a risk assessment. The manufacturer then needs to design and construct the product taking this assessment into account.

The aim of this procedure is to eliminate the risk of accidents throughout the foreseeable lifetime of the machinery, including the phases of assembling and dismantling where risks of accidents can also arise from foreseeable abnormal situations.

In selecting the most appropriate methods, the manufacturer needs to apply the following principles, in the order given here:

- a) eliminate or reduce risks as far as possible by design (inherently safe machinery design and construction);
- b) take the necessary protective measures in relation to risks that cannot be eliminated by design;
- c) inform users of any shortcoming of the protective measures adopted;
- d) indicate whether any particular training is required;
- e) specify any need to provide personal protection equipment;
- f) refer to the appropriate user's document for proper operating instructions.

Industrial trucks need to be designed to prevent foreseeable misuse wherever possible, if such would engender risk. In other cases, the manufacturer's instructions need to draw the user's attention to ways shown by experience in which the machinery ought not to be used.

This document does not repeat all the technical rules which are state-of-the-art, and which are applicable to the material used to construct the industrial truck. Refer to ISO 12100:2010.

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## 1 Scope

This document is applicable to self-propelled and pedestrian propelled manual and semi-manual industrial trucks as defined in ISO 5053-1:2020 including their load handling devices and attachments (hereafter referred to as trucks) intended for use in potentially explosive atmospheres.

NOTE 1 Attachments mounted on the load carrier or on fork arms which are removable by the user are not considered to be a part of the truck.

This document specifies supplementary technical requirements for the prevention of the ignition of an explosive atmosphere of flammable gases, vapours, mists or dusts by industrial trucks of equipment group II and equipment category 2G, 3G, 2D or 3D.

NOTE 2 The relationship between an equipment category (hereafter referred to as category) and the corresponding zone (area classification) is shown in informative Annex B.

This document does not apply to:

- trucks of equipment group I;
- trucks of equipment group II, equipment category 1;
- trucks intended for use in potentially explosive atmospheres with hybrid mixtures;
- protective systems.

This document does not apply to trucks intended for use in potentially explosive atmospheres of carbon disulfide (CS<sub>2</sub>), carbon monoxide (CO) and/or ethylene oxide (C<sub>2</sub>H<sub>4</sub>O) due to the special properties of these gases.

Technical requirements relating to lithium-ion batteries and fuel cells as energy sources are not given in this document due to their specific hazards.

## 2 Normative references

The following documents are referred to in the text in such a way that some or all of their content constitutes requirements of this document. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

EN 1127-1:2019, *Explosive atmospheres — Explosion prevention and protection — Part 1: Basic concepts and methodology*

EN 1149-5:2018, *Protective clothing — Electrostatic properties — Part 5: Material performance and design requirements*

EN 1175:2020, *Safety of industrial trucks — Electrical/electronic requirements*

EN 1459-1:2017+A1:2020, *Rough-terrain trucks — Safety requirements and verification — Part 1: Variable-reach trucks*

EN 1459-2:2015+A1:2018, *Rough-terrain trucks — Safety requirements and verification — Part 2: Slewing variable-reach trucks*

EN 1834-1:2000, *Reciprocating internal combustion engines — Safety requirements for design and construction of engines for use in potentially explosive atmospheres — Part 1: Group II engines for use in flammable gas and vapour atmospheres*