

STN	Vybavenie letiskových plôch Osobitné požiadavky Časť 15: Vozíky na batožinu a vybavenie	STN EN 12312-15+A2 31 9860
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Aircraft ground support equipment - Specific requirements - Part 15: Baggage and equipment tractors

Táto norma obsahuje anglickú verziu európskej normy.

This standard includes the English version of the European Standard.

Táto norma bola oznámená vo Vestníku ÚNMS SR č. 09/25

Obsahuje: EN 12312-15:2020+A2:2025

Oznámením tejto normy sa ruší

STN EN 12312-15+A1 (31 9860) z marca 2023

141164

Úrad pre normalizáciu, metrológiu a skúšobníctvo Slovenskej republiky, 2025

Slovenská technická norma a technická normalizačná informácia je chránená zákonom č. 60/2018 Z. z. o technickej normalizácii v znení neskorších predpisov.

EUROPEAN STANDARD
NORME EUROPÉENNE
EUROPÄISCHE NORM

EN 12312-15:2020+A2

July 2025

ICS 49.100

Supersedes EN 12312-15:2020+A1:2022

English Version

**Aircraft ground support equipment - Specific
requirements - Part 15: Baggage and equipment tractors**

Matériel au sol pour aéronefs - Exigences particulières
- Partie 15 : Tracteurs à bagages et matériel

Luftfahrt-Bodengeräte - Besondere Anforderungen -
Teil 15: Gepäck- und Geräteschlepper

This European Standard was approved by CEN on 17 August 2022 and includes Amendment 2 approved by CEN on 23 April 2025.

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EUROPEAN COMMITTEE FOR STANDARDIZATION
COMITÉ EUROPÉEN DE NORMALISATION
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European foreword

This document (EN 12312-15:2020+A2:2025) has been prepared by Technical Committee CEN/TC 274 “Aircraft ground support equipment”, 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of an identical text or by endorsement, at the latest by Janvier 2026, and conflicting national standards shall be withdrawn at the latest by Janvier 2026.

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 includes Amendment 1 approved by CEN on 17 August 2022.

This document includes Amendment 2 approved by CEN on 23 April 2025.

This document supersedes A2 EN 12312-15:2020+A1:2022 A2.

The start and finish of text introduced or altered by amendment is indicated in the text by tags A1 A1.

The start and finish of text introduced or altered by amendment is indicated in the text by tags A2 A2.

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 2006/42/EC on machinery.

For relationship with EU Directive 2006/42/EC on machinery, see informative Annex ZA, which is an integral part of this document.

EN 12312, *Aircraft ground support equipment – Specific requirements* consists of the following parts:

- *Part 1: Passenger stairs;*
- *Part 2: Catering vehicles;*
- *Part 3: Conveyor belt vehicles;*
- *Part 4: Passenger boarding bridges;*
- *Part 5: Aircraft fuelling equipment;*
- *Part 6: Deicers and deicing/anti-icing equipment;*
- *Part 7: Aircraft movement equipment;*
- *Part 8: Maintenance or service stairs and platforms;*
- *Part 9: Container/Pallet loaders;*
- *Part 10: Container/Pallet transfer transporters;*
- *Part 11: Container/Pallet dollies and loose load trailers;*

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- *Part 12: Potable water service equipment;*
- *Part 13: Lavatory service equipment;*
- *Part 14: Disabled/incapacitated passenger boarding vehicles;*
- *Part 15: Baggage and equipment tractors (the present document);*
- *Part 16: Air start equipment;*
- *Part 17: Air conditioning equipment;*
- *Part 18: Nitrogen or Oxygen units;*
- *Part 19: Aircraft jacks, axle jacks and hydraulic tail stanchions;*
- *Part 20: Electrical ground power units.*

A2 Deleted paragraphs A2

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 organizations 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.

Introduction

This European Standard defines health and safety requirements for baggage and equipment tractors intended for towing equipment and baggage/cargo trailers on airports.

The minimum essential criteria are considered to be of primary importance in providing safe, serviceable, economical and practical baggage and equipment tractors. Deviations should occur only after careful consideration, extensive testing, risk assessment and service evaluation have shown alternative methods or conditions to be satisfactory. Such deviations are outside the scope of this standard and a manufacturer should be able to demonstrate an equivalent level of protection.

This European Standard 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).

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. Deviations from requirements do not fall within the presumption of conformity given by the standard.

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1 Scope

This document specifies the technical requirements to minimize the hazards listed in Clause 4 which can arise during the commissioning, the operation and the maintenance of baggage and equipment tractors when used as intended, including misuse reasonably foreseeable by the manufacturer, when carried out in accordance with the specifications given by the manufacturer or his authorized representative. It also takes into account some requirements recognized as essential by authorities, aircraft and ground support equipment (GSE) manufacturers as well as airlines and handling agencies.

This document applies to self-propelled baggage and equipment tractors with driver accommodation.

This document does not apply to pedestrian controlled equipment.

This document deals with vibrations which are considered as significant. Vibration measurements are dealt with in EN 1915-3.

No extra requirements on noise are provided other than those given in EN 1915-4.

NOTE EN 1915-4 provides the general GSE noise requirements.

This part of EN 12312 is not applicable to baggage and equipment tractors manufactured before the date of its publication.

This part of EN 12312 when used in conjunction with EN 1915-1, EN 1915-2, EN 1915-3 and EN 1915-4 provides the requirements for baggage and equipment tractors.

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 1175-1:1998+A1:2010, *Safety of industrial trucks — Electrical requirements — Part 1: General requirements for battery powered trucks*

EN 1175-2:1998+A1:2010, *Safety of industrial trucks — Electrical requirements — Part 2: General requirements of internal combustion engine powered trucks*

EN 1175-3:1998+A1:2010, *Safety of industrial trucks — Electrical requirements — Part 3: Specific requirements for the electric power transmission systems of internal combustion engine powered trucks*

EN 1915-1:2013, *Aircraft ground support equipment — General requirements — Part 1: Basic safety requirements*

EN 1915-2:2001+A1:2009, *Aircraft ground support equipment — General requirements — Part 2: Stability and strength requirements, calculations and test methods*

EN 1915-3:2004+A1:2009, *Aircraft ground support equipment — General requirements — Part 3: Vibration measurement methods and reduction*

EN 1915-4:2004+A1:2009, *Aircraft ground support equipment — General requirements — Part 4: Noise measurement methods and reduction*

EN 13490:2001+A1:2008, *Mechanical vibration — Industrial trucks — Laboratory evaluation and specification of operator seat vibration*

EN ISO 2860:2008, *Earth-moving machinery — Minimum access dimensions (ISO 2860:1992)*

EN ISO 2867:2011, *Earth-moving machinery — Access systems (ISO 2867:2011)*

EN ISO 3411:2007, *Earth-moving machinery — Physical dimensions of operators and minimum operator space envelope (ISO 3411:2007)*

EN ISO 3691-1:2015, *Industrial trucks — Safety requirements and verification — Part 1: Self-propelled industrial trucks, other than driverless trucks, variable-reach trucks and burden-carrier trucks (ISO 3691-1:2011, including Cor 1:2013)*

EN ISO 10326-1:2016, *Mechanical vibration — Laboratory method for evaluating vehicle seat vibration - Part 1: Basic requirements (ISO 10326-1:2016, Corrected version 2017-02)*

EN ISO 12100:2010, *Safety of machinery — General principles for design — Risk assessment and risk reduction (ISO 12100:2010)*

EN ISO 13849-1:2015, *Safety of machinery — Safety-related parts of control systems — Part 1: General principles for design (ISO 13849-1:2015)*

EN ISO 13850:2015, *Safety of machinery — Emergency stop function — Principles for design (ISO 13850:2015)*

EN ISO 21281:2005, *Construction and layout of pedals of self-propelled sit-down rider-controlled industrial trucks — Rules for the construction and layout of pedals (ISO 21281:2005)*

ISO 24135-1:2006, *Industrial trucks — Specifications and test methods for operator restraint systems — Part 1: Lap-type seat belts*

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