



**NSAI**  
Standards

Irish Standard  
I.S. EN 15997:2011

# All terrain vehicles (ATVs - Quads) - Safety requirements and test methods

## I.S. EN 15997:2011

*Incorporating amendments/corrigenda/National Annexes issued since publication:*  
EN 15997:2011/AC:2012

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Véhicules tout terrain (ATV - Quads) -  
Exigences de sécurité et méthodes d'essai

Geländegängige Fahrzeuge (ATV - Quads)  
- Sicherheitstechnische Anforderungen und  
Prüfverfahren

This corrigendum becomes effective on 31 October 2012 for incorporation in the official English version of the EN.

Ce corrigendum prendra effet le 31 octobre 2012 pour incorporation dans la version anglaise officielle de la EN.

Die Berichtigung tritt am 31. Oktober 2012 zur Einarbeitung in die offizielle Englische Fassung der EN in Kraft.



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

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

## 1 Modification to the Foreword

*Before the list of Member countries, add the following:*

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

## 2 Modification to 5.2.6.2.2

*In the first and second bullet points, replace "zone" with "test zone" (4 times)*

## 3 Modification to Figure G.3

*Above figure, write, "dimensions in millimetres"*

## 4 Modification to H.8.1

*Replace entire clause with the following:*

"The sound pressure calculation shall be determined using the series of equations that are shown below..

The time-averaged A-weighted sound pressure level, averaged over the measurement surface,  $\overline{L_{p,Aeq,T}}$  in decibels (reference 20 µPa), shall be calculated from the measured values of the equivalent continuous A-weighted sound pressure levels by means of the following formula:

$$\overline{L_{p,Aeq,T}} = 10 \lg \left[ \frac{1}{n} \sum_{i=1}^n 10^{0,1 \cdot L_{p,Aeq,i}} \right] \quad (H.2)$$

where

$L_{p,Aeq,i}$  is the time-averaged A-weighted sound pressure level resulting from the i-th microphone position, in decibels (reference: 20 µPa);

n = 6 is the total number of microphone positions."

## 5 Modification to I.2

*Replace the second sentence with the following:*

"The coupling can considerably affect the measurement of vibration magnitudes."

## 6 Modification to I.3

*Replace the second bullet point with the following:*

"

- at a half of the maximum speed (S/2, where S is the speed referred to in Maximum output (indicate standard used): (kW) at r/min) of the engine declared by the manufacturer."

**EUROPEAN STANDARD**

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## **All terrain vehicles (ATVs - Quads) - Safety requirements and test methods**

Véhicules tout terrain (ATV - Quads) - Exigences de sécurité et méthodes d'essai

Geländegängige Fahrzeuge (ATV - Quads) - Sicherheitstechnische Anforderungen und Prüfverfahren

This European Standard was approved by CEN on 15 October 2011.

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  
COMITÉ EUROPÉEN DE NORMALISATION  
EUROPÄISCHES KOMITEE FÜR NORMUNG

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

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## **Foreword**

This document (EN 15997:2011) has been prepared by Technical Committee CEN/TC 354 "Ride-on, motorized vehicles intended for the transportation of persons and goods and not intended for use on public roads - Safety requirements", the secretariat of which is held by AFNOR.

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 2012, and conflicting national standards shall be withdrawn at the latest by May 2012.

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.

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, Romania, Slovakia, Slovenia, Spain, Sweden, Switzerland and the United Kingdom.

**EN 15997:2011 (E)**

## **Introduction**

This document is a type C standard as stated in EN ISO 12100 (all parts).

The machinery concerned and the extent to which hazards, hazardous situations and hazardous 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.

## 1 Scope

This European Standard applies to “All Terrain Vehicles” or “ATVs” as defined in Clause 3 using liquid fuels (e.g. petrol, diesel). This European Standard does not deal with requirements relating to use on public roads <sup>1)</sup>.

This European Standard is not dealing with:

- ATVs exclusively intended for competition <sup>2)</sup>;
- agricultural and forestry tractors coming under the Directive 2003/37/EC;
- accessories for additional functions (towing hook and load carrying provisions remaining within the vertical projection onto the ground of the vehicle without these load carrying provisions are not considered as accessories);
- the additional hazards due to the use of the ATV on public roads;
- the additional hazards due to the use of remote control.

This European Standard deals with all significant hazards, hazardous situations and events relevant to ATVs, when they are used as intended and under conditions of misuse which are reasonably foreseeable by the manufacturer (see Clause 4). It deals with the significant hazards during the whole lifecycle of the product as defined in 5.3 of EN ISO 12100-1:2003.

This European Standard is not applicable to ATVs which are manufactured before the date of its publication as EN.

NOTE For the purpose of this document, any reference to the vehicle should be regarded as a reference as a machine.

## 2 Normative references

The following referenced documents are indispensable for the application 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 614-1, *Safety of machinery — Ergonomic design principles — Part 1: Terminology and general principles*

EN 953, *Safety of machinery — Guards — General requirements for the design and construction of fixed and movable guards*

CEN/TR 15172-1, *Whole-body vibration — Guidelines for vibration hazards reduction — Part 1: Engineering methods by design of machinery*

EN 61310-1, *Safety of machinery — Indication, marking and actuation — Part 1: Requirements for visual, acoustic and tactile signals (IEC 61310-1:2007)*

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1) In general vehicles intended for use on public roads have to fulfil specific requirements and require official “type-approval”.

2) The main criterion to be applied to judge whether vehicles are to be considered as exclusively intended for competition is whether they are designed according to the technical specifications laid down by one of the officially recognised racing associations.

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