

Swap bodies — Testing

This European Standard EN 283:1991 has the status of a British Standard

NO COPYING WITHOUT BSI PERMISSION EXCEPT AS PERMITTED BY COPYRIGHT LAW



Document Sharing Hub

Cooperating organizations

The European Committee for Standardization, under whose supervision this European Standard was prepared, comprises the national standards organizations of the following Western European countries.

Austria	Oesterreichisches Normungsinstitut
Belgium	Institut belge de normalisation
Denmark	Dansk Standardiseringsraad
Finland	Suomen Standardisoimisliitto, r.y.
France	Association française de normalisation
Germany	Deutsches Institut für Normung e.V.
Greece	Hellenic Organization for Standardization
Iceland	Technological Institute of Iceland
Ireland	National Standards Authority of Ireland
Italy	Ente Nazionale Italiano di Unificazione
Luxembourg	Inspection du Travail et des Mines
Netherlands	Nederlands Normalisatie-instituut
Norway	Norges Standardiseringsforbund
Portugal	Instituto Português da Qualidade
Spain	Asociación Española de Normalización y Certificación
Sweden	Standardiseringskommissionen i Sverige
Switzerland	Association suisse de normalisation
United Kingdom	British Standards Institution

This British Standard was published under the authority of the Standards Board and comes into effect on 20 December 1991

© BSI 08-1999

The following BSI references relate to the work on this standard:
Committee reference AUE/13
Draft for comment 89/71511 DC

ISBN 0 580 20130 9

Amendments issued since publication

Amd. No.	Date	Comments

Contents

	Page
Cooperating organizations	Inside front cover
National foreword	ii
Foreword	2
Text of EN 283	3
National appendix NA (informative)	Inside back cover
National appendix NB (informative)	Inside back cover

National foreword

This British Standard has been prepared under the direction of the Automobile Standards Policy Committee. It is the English language version of EN 283:1991 “*Swap bodies — Testing*”, published by the European Committee for Standardization (CEN).

EN 283 was produced as a result of international discussion in which the United Kingdom took an active part.

A British Standard does not purport to include all the necessary provisions of a contract. Users of British Standards are responsible for their correct application.

Compliance with a British Standard does not of itself confer immunity from legal obligations.

Summary of pages

This document comprises a front cover, an inside front cover, pages i and ii, the EN title page, pages 2 to 12, an inside back cover and a back cover.

This standard has been updated (see copyright date) and may have had amendments incorporated. This will be indicated in the amendment table on the inside front cover.

UDC 621.869.888:620.1

Descriptors: Rail transport, road transport, freight transport, freight containers, tests

English version

Swap bodies — Testing

Caisses mobiles — Essais

Wechselbehälter — Prüfung

This European Standard was approved by CEN on 10 July 1991. CEN members are bound to comply with the requirements of 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 Central Secretariat 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 Central Secretariat has the same status as the official versions.

CEN members are the national standards bodies of Austria, Belgium, Denmark, Finland, France, Germany, Greece, Iceland, Ireland, Italy, Luxembourg, Netherlands, Norway, Portugal, Spain, Sweden, Switzerland and United Kingdom.

CEN

European Committee for Standardization
Comité Européen de Normalisation
Europäisches Komitee für Normung

Central Secretariat: rue de Stassart 36, B-1050 Brussels

© CEN 1991 Copyright reserved to all CEN members

Foreword

The purpose of this standard is to combine the national standards into one single European Standard to ensure for the future a free, unimpeded circulation of swap bodies in Europe within the road/rail transport chain.

This European Standard was prepared by CEN/TC 119 “*Swap bodies*”, the secretariat of which is held by Normenausschuß Kraftfahrzeuge (FAKRA), a subdivision of Deutsches Institut für Normung (DIN). At the 2nd meeting of CEN/TC 119 in Frankfurt/M. in May 1988 the basic decisions for publication of a draft European Standard had been taken. At that meeting delegations from the following countries participated: Belgium, Denmark, Germany, Finland, France, Italy, The Netherlands, Norway, Sweden, United Kingdom.

In accordance with the Common CEN/CENELEC Rules, the following countries are bound to implement this European Standard:

Austria, Belgium, Denmark, Finland, France, Germany, Greece, Iceland, Italy, Luxembourg, Netherlands, Norway, Portugal, Spain, Sweden, Switzerland and United Kingdom.

Contents

	Page
Foreword	2
1 Object and field of application	3
2 Normative references	3
3 Definitions	3
4 General requirements	3
5 Testing	4
6 CSC testing	6
7 Marking	6
Annex A (informative) Additional CSC tests	11
Annex B (normative) Determination of the risk of tipping	11
Annex C (informative) List of competent certification authorities	12
Annex D (informative) Bibliography	12
Figure 1 — Side wall consisting of 2 sections — Example of a test rig for testing a complete side wall	7
Figure 2 — Side wall consisting of 2 sections — Example of a test rig for testing one section of the side wall only	7
Figure 3 — Side wall consisting of 2 sections — Example of a test rig for testing the centre stake (in addition to test as in Figure 2)	8
Figure 4 — Side wall consisting of 3 sections — Example of a test rig for testing one section of the side wall only	8
Figure 5 — Side wall consisting of 3 sections — Example of a test rig for testing the centre stake (in addition to test as in Figure 4)	8
Figure 6 — Stability test of a swap body standing on its four legs	9
Figure 7 — Support leg testing fixture	10
Figure 8 — Determination of the permissible max. front axle load of a fork lift truck entering an empty swap body	11